

CHAPTER 301

GENERAL PROVISIONS FOR MOBILITY MOVEMENTS

A. PURPOSE

This chapter provides Department of Defense (DOD) policy, procedures, and guidance for deployment, sustainment, and redeployment of personnel, cargo, and equipment via all modes of transportation. Mobility includes passengers, cargo, and equipment moving in the Defense Transportation System (DTS) in either a constrained or unconstrained environment. Figures 301-1 and 301-2 depict chain of command and asset visibility flow for movement within the DTS.

B. APPLICABILITY

This chapter applies to all DOD Components requiring mobility movement of personnel, cargo, and equipment within the DTS.

C. POLICY

Transportation acquisition and management are essential and critical elements when mobilizing DOD resources in response to national emergencies, humanitarian operations, contingencies (combat operations), and exercises. It is imperative that personnel, cargo, and equipment are transported and deployed expeditiously using uniform procedures to reinforce and sustain deployed units.

D. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

1. The Office of the Deputy Under Secretary of Defense for Logistics (DUSD/L) must:
 - a. Establish transportation and traffic management policy and oversee implementation of policy for effective and efficient use of DOD and commercial transportation resources.
 - b. Chair the DOD Transportation Policy Council, which provides a forum for coordinated review of DOD transportation policies, systems, and programs.
2. The Service Secretaries must:
 - a. Assign their transportation commands (Military Traffic Management Command (MTMC) of the Department of the Army (<https://www.mtmc.army.mil>), Military Sealift Command (MSC) of the Department of the Navy (<http://www.msc.navy.mil>), and Air Mobility Command (AMC) of the Department of the Air Force) (<https://amc.scott.af.mil/>) in times of peace and war to the Commander-in-Chief United States Transportation Command (USCINCTRANS) as Transportation Component Commands (TCCs) under USCINCTRANS' Combatant Command (COCOM).

b. Assign common-user transportation assets of the military departments to USCINCTRANS' COCOM, except for those Service-unique or theater-assigned transportation assets.

c. Program, budget, organize, train, and equip forces for assignment to USCINCTRANS.

d. Resource and manage their transportation programs, which include base transportation operations, and issue supplemental policy, procedures, and traffic management guidance in support of those operations.

e. Administer and contract for commercial travel office services under DOD Instruction 4500.42, DOD Transportation Reservation and Ticketing Services.

3. The Chairman of the Joint Chiefs of Staff (CJCS) must:

a. Staff and submit to the Secretary of Defense (SECDEF), through the Under Secretary of Defense for Acquisition, USCINCTRANS, and other officials, for approval:

(1) Changes to procedures for submission of transportation movement requirements to USCINCTRANS.

(2) Changes to the transportation movement priority system to ensure its responsiveness to the commanders requiring transportation services.

b. Recommend forces for assignment to USCINCTRANS to the SECDEF for approval, in accordance with (IAW) 10 United States Code (U.S.C.), §162, Combatant Commands: Assigned Forces; Chain of Command (<http://www4.law.cornell.edu/uscode/index.html>).

4. The Service or Agency Headquarters (HQ) transportation staffs must:

a. Provide technical direction, management, and evaluation of the cargo traffic management aspects of the DOD transportation movement program, subject to the overall guidance, policies, and programs established by their Service or Agency and USCINCTRANS.

b. Ensure efficient, responsive, and quality transportation services and compliance with governing laws, directives, and regulations.

c. Direct development and implementation of DOD, Service, or Agency transportation policies, procedures, and programs.

5. The USCINCTRANS must:

a. Exercise COCOM of MTMC, MSC, and AMC in times of peace and war.

b. Exercise COCOM of all assigned transportation assets of the military departments except for Service-unique or theater-assigned transportation assets (i.e., C-130 aircraft, port handling equipment, and other transportation assets).

c. Provide management support for Service-unique or theater-assigned transportation assets when agreed to by USCINCTrans and a Service Secretary or a commander of a unified command, or when so directed by the SECDEF.

d. Submit to the SECDEF, through the CJCS, the Under Secretary of Defense for Acquisition, and such other officials, for approval any changes to transportation, fiscal, procurement, or other DOD policies to implement this regulation.

e. Establish and maintain relationships between the DOD and the commercial transportation industry to develop concepts, requirements, and procedures for the Contingency Response (CORE) Program, the Civil Reserve Air Fleet (CRAF), and the Voluntary Intermodal Sealift Agreement (VISA). Any procedure so developed will take effect upon approval by the SECDEF.

f. Ensure that transportation policy, procedures, and data requirements are fully integrated with overall DOD logistics interfaces.

g. Provide air, land, and sea transportation in peace and war as the DOD single manager for transportation other than Service-unique or theater-assigned transportation assets. USCINCTrans will align traffic management and transportation single manager responsibilities to achieve optimum responsiveness, effectiveness, and economy and will perform such additional functions as outlined below:

(1) Exercise COCOM of all assigned forces, to include organizing and employing forces to carry out assigned missions and providing forces in support of other unified commands. USCINCTrans will direct AMC, MSC, and MTMC to perform missions and related responsibilities as noted in Paragraphs C.8, C.9, C.10, and C.11 of this chapter or as may be necessary to carry out USCINCTrans-assigned missions.

(2) Apply apportioned/allocated strategic mobility resources as directed by the National Command Authorities (NCA).

(3) Prescribe procedures for the submission of transportation requirements by the DOD Components to USCINCTrans.

(4) Provide management support for Service-unique or theater-assigned transportation assets, to include pre-positioned ships, to the secretaries of the military departments and the commanders of unified commands at the direction of the SECDEF, or upon request of the Service Secretary or Commander in Chief (CINC) concerned.

(5) Develop, prioritize, and make recommendations through the Joint Chiefs of Staff (JCS) to the secretaries of the military departments and the Under Secretary of Defense for Acquisition on the capability, capacity, characteristics, design, and other requirements for mobility assets needed to execute DOD common-user transportation and strategic mobility objectives. Identify and support programming requirements, along with capital investment strategies, via the Planning, Programming, and Budgeting System (PPBS).

(6) Establish and maintain relationships between the DOD and the commercial transportation industry (in coordination with the Department of Transportation (DOT), Federal Aviation Administration (FAA), and the National Transportation Safety Board) to promote the seamless transition from peace to war and improve interfaces between the DOD and industry.

(7) Manage the Transportation Working Capital Fund (TWCF) financial operations, to include programming, budgeting, accounting, and reporting. Provide guidance for standardization of rates, regulations, and operational policies and procedures.

(8) Develop and implement, in coordination with the military departments, TWCF manpower management policy to maintain USCINCTrans' visibility and adequate control of common-user transportation manpower and personnel assets. Establish procedures to program, account for, and document TWCF military and civilian manpower and personnel. Assess the functional impact of proposed manpower increments and decrements to the common-user transportation functions and recommend changes through the CJCS IAW DOD Directive 5158.4.

(9) Control assigned funds made available from the National Defense Reserve Fleet (NDRF) for operations, maintenance, and lease of national defense sealift vessels operated under the TWCF.

(10) Review and analyze Service-proposed organizational and mission changes within the TCCs that impact on the ability of USCINCTrans to carry out assigned responsibilities.

(11) Ensure the effective and efficient use and control of United States (US) Government-owned or commercial strategic mobility resources and capabilities available to the DOD.

(12) Through the TCCs, coordinate and implement transportation and acquisition policy and ensure peacetime and wartime procedural compatibility. Assume financial responsibility through the management of the TWCF account and participate in the acquisition planning, monitoring, and overseeing of TCC procurement execution, as outlined in United States Transportation Command (USTRANSCOM) Regulation 110-5, United States Transportation Command (USTRANSCOM) Acquisition Oversight Group (AOG). Develop acquisition strategies for execution by the TCCs to accomplish USCINCTrans missions. Excluded from these procedures are responsibilities specifically reserved to the Head of the Contracting Activity.

(13) In support of the Service heads of an Agency, take action to facilitate the resolution of USCINCTrans-unique requirements related to the procurement of transportation services.

(14) Coordinate the forecasting and execution of validated transportation requirements on behalf of the DOD in both peace and war, to include channel approval. Advise the Joint Staff (JS) and other DOD Components when there is insufficient capability to meet requirements and make recommendations for actions to alleviate the shortfall.

(15) Disseminate the necessary information to the DOD and Service authorities to facilitate the smooth flow of programming requirements, transportation movement requirements, and other pertinent information to ensure effective transportation operations within the DOD.

(16) With the approval of the SECDEF and IAW the memoranda of understanding (MOU) with DOT, augment the strategic mobility capability by activating strategic reserve or mobilization programs, such as CRAF, Ready Reserve Force (RRF), VISA, and the CORE program. Develop policies, requirements, concepts, and procedures and provide direction and oversight for the CORE Program, CRAF, RRF, VISA, and other established mobilization programs as assigned.

(a) Upon approval of the SECDEF and in coordination with the Secretary of Transportation (SECTRANS), USCINCTrans will activate the RRF to meet operations/contingencies/CJCS exercises or, as prudent, take advance action to coordinate and plan with the Maritime Administration (MARAD) the possible RRF activation in anticipation of actual requirements. When military operations require civil shipping support, advise MARAD that activation of the VISA is under consideration and request that MARAD prepare an economic impact statement. Forward a recommendation to SECDEF and transmit, for signature, a proposed memorandum to the SECTRANS requesting concurrence in the activation of the VISA. Upon approval of VISA activation, direct MSC to arrange with ship operators for the acquisition of particular ships.

(b) Activate, with concurrence of the SECDEF, any CRAF stage or segment to fulfill commercial air augmentation of DOD's airlift fleet.

(c) Recommend, through the SECDEF, in coordination with the SECTRANS, the necessary Presidential action to enable requisitioning of ships IAW 46 U.S.C., Shipping and 50 U.S.C. § 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters.

(17) Serve as the principal DOD agent with MARAD on RRF issues, to include fleet composition, activation, maintenance, and readiness standards IAW MOU and/or Memorandum of Agreement (MOA).

(18) Monitor and evaluate Service readiness programs for active and reserve component units that support USCINCTrans missions.

(19) Coordinate with the unified commands for the protection of USCINCTrans assets, Host Nation (HN) transportation, negotiate/review international support agreements, and other related support to USCINCTrans forces.

(20) Within mission responsibilities, maintain oversight of those dockets, proposals, and notices of federal, judicial, state, municipal, or other US Government agencies, and commercial entities on rates and services that may affect military transportation and traffic management needs and authorities. Alone or through the components, represent the DOD, or coordinate with DOD or other US Government agencies on legislative, legal, or regulatory issues to protect or promote DOD transportation interests IAW Department of Defense Instruction 4500.17, Proceedings Before Transportation Regulatory Bodies.

(21) Negotiate and consummate support agreements, assignments, and delegations of functions and authority, as required IAW Department of Defense Instruction 4000.19, Interservice and Intragovernmental Support, and act as the point of contact (POC) for operational agreements within the DTS.

(22) Nominate the chairperson of the Transportation Committee of the Defense Acquisition Regulatory Council. The Transportation Committee chairperson manages the formulation and evaluation of proposed transportation acquisition policy for inclusion in acquisition regulations.

(23) Conduct deliberate and execution transportation planning for DOD Components IAW the Joint Strategic Planning System (JSPS) and the Joint Operation Planning and Execution System (JOPES).

(24) Coordinate and provide worldwide JOPES training in conjunction with Service schools.

(25) Act as facilitator for all meteorological and oceanographic data used in deliberate and execution planning conducted IAW the JSPS and JOPES.

(26) Integrate, in coordination with the DOD Components and the transportation industry, the DOD transportation-related Command, Control, Communications, and Computer systems (C4S) by maintaining the Global Transportation Network (GTN) (<http://www.gtn.transcom.mil/public>). USTRANSCOM will coordinate and provide worldwide GTN training.

(27) Promote the development, production, and fielding of transportation and C4S that enhance the effectiveness of the DTS and establish a C4S requirements baseline and validate emerging C4S requirements to ensure integration and efficiency of developing systems with existing systems.

(28) Act as the DOD administrator for all transportation data to ensure the automated systems supporting the DTS are compatible and/or interoperable in support of Corporate Information Management (CIM) goals and objectives. Establish and coordinate transportation data standards and protocols and provide transportation data for the logistics portion of the Defense Data Repository System.

(29) Serve as the program manager for Defense Transportation Electronic Data Interchange (EDI) (<http://www.lmi.org/dtedi>).

(30) Serve as DOD single manager for intertheater medical regulating. Conduct Continental United States (CONUS) medical regulating by exercising authority, direction, and control over the Global Patient Movement Requirements Center (GPMRC). Provide the systems, policies, and procedures to regulate patients into other theaters from combat theaters. Maintain, train, and deploy medical regulating teams (Category A reservists).

(31) Serve as the principal focal point to develop, coordinate, and execute a DOD strategy for production of transportation intelligence to satisfy strategic mobility requirements;

develop DOD standards for transportation intelligence products; and coordinate the transportation intelligence production efforts of other organizations under the Distributed Production Program. Produce transportation intelligence in support of USTRANSCOM and component mission planning and execution.

(32) Propose DOD intermodal system policies for SECDEF approval and prescribe procedures for implementation. Advocate DOD intermodal system programs that will optimize strategic mobility.

(33) Provide direction and oversight for the Joint Logistics Over-the-Shore (JLOTS) Program.

(34) Act as lead agent for transportation publications, as assigned by the CJCS or SECDEF.

(35) Operate the Joint Transportation CIM Center (JTCC) to improve the efficiency and effectiveness of the DTS through the application of functional process improvement and the central direction of transportation-related information systems development and migration.

(36) Serve as the DOD advocate to incorporate effective transportation engineering techniques and characteristics into DOD transportation processes, equipment, and facilities.

(37) In coordination with other agencies, provide direction and oversight for all matters dealing with the transportation of hazardous materials (HAZMAT).

(38) Provide direction and oversight of commercial passenger airlift and other quality control programs affecting transportation operations.

(39) Perform continuing analysis of the DTS to improve the quality of service to the customer. Change procedures to enhance customer service and make recommendations to the JS and SECDEF for policy changes.

(40) Designate, in consultation with the Services, CONUS Seaports of Embarkation (SPOEs), Aerial Ports of Embarkation (APOEs), Seaports of Debarkation (SPODs), and Aerial Ports of Debarkation (APODs) for deploying/redeploying forces and sustainment during planning and execution. Make recommendations to the theater commanders for designation of Outside Continental United States (OCONUS) SPODs/APODs and/or embarkation for redeploying and/or deploying forces and sustainment during planning and execution.

(41) Establish Command Arrangement Agreements (CAAs) with the unified commands and enter into a MOA/MOU with other agencies to execute USCINCTrans missions.

(42) Provide operational reports as required by Department of Defense Instruction 4100.31, Reports on Single Manager Operations.

(43) Communicate and coordinate directly with all DOD Components and with other departments and agencies of government in matters relating to USCINCTrans missions.

(44) Serve as the DOD focal point for all international cooperative airlift agreements.

(45) Perform approval authority functions by coordinating all Defense Transportation Regulation (DTR) changes with Services and the Defense Logistics Agency (DLA).

(46) Perform other missions, as directed by the SECDEF.

6. The Joint Mobility Control Group (JMCG).

a. The JMCG consists of the Mobility Control Center (MCC), the Joint Traffic Management Office (JTMO), GPMRC, Joint Intelligence Center Transportation (JICTRANS), and the TCCs Command and Control (C2) centers.

b. The JMCG is a key end-state objective of the USTRANSCOM Strategic Plan. The JMCG exemplifies the concept of centralized control and decentralized execution of DTS movement requirements and is the focal point to orchestrate and optimize DTS operations in support of the Unified Commanders and other customers. The JMCG improves DTS efficiency and effectiveness through maintaining better visibility of transportation assets and requirements, providing alternative recommendations on transportation options, eliminating redundant functions, improving operations modeling and feasibility estimation, and improving coordination among USTRANSCOM C2 nodes. It provides for an operational environment where execution functions remain at the TCCs. The JMCG overarching responsibilities include:

(1) Enacting USTRANSCOM's responsibility as the single manager of the DTS.

(2) Bringing US transportation resources to bear against any movement task.

(3) Providing visibility of all movement requirements.

(4) Providing C2 of global mobility forces and other assets.

7. The MCC. USTRANSCOM's MCC is the single location for managing all movement requirements. The MCC is comprised of requirements and customer service teams and includes a meteorological and oceanographic cell, a medical cell, and an intelligence representative. The MCC serves as the single face to the customer on all requirements moving within the DTS. The MCC also performs:

a. Transportation feasibility analyses.

b. Deployment estimates.

c. Cost estimates.

d. Requirements confirmation.

e. Shortfall identification.

- f. Mode selection.
 - g. Requirements consolidation recommendations.
8. TCCs (AMC, MTMC, and MSC) must:
- a. Take all required actions within law, executive order, and regulation to support USCINCTrans in executing their missions.
 - b. Ensure the effective and efficient use of USTRANSCOM-controlled and commercial transportation services for the DOD.
 - c. Prepare recommendations for USCINCTrans on the design, specifications, and equipping of strategic mobility assets. In collaboration with Government agencies, study, analyze, and recommend improvements in strategic mobility systems.
 - d. Develop, establish, and operate data systems, within the technical and functional parameters and standards established by USCINCTrans and in coordination with DUSD/L, to integrate DOD transportation information worldwide and provide data for the DOD Components.
 - e. Manage TWCF activities, incur obligations and costs to perform the activity mission, prepare and submit TWCF required transportation financial reports to USCINCTrans/Office of the Secretary of Defense (OSD), and identify to USCINCTrans any impediments to achievement of performance cost goals.
 - f. Submit to USCINCTrans for coordination and analysis any proposed major organizational or manpower changes affecting TWCF functions that would result in activity closure or reduction-in-force of civilian personnel.
 - g. Identify the split between common-user transportation and Service-unique manpower assets in coordination with USTRANSCOM and the military departments. Identify common-user (TWCF funded) manpower and assigned personnel with discrete Program Element Code (PEC) or other agreed upon coding established and controlled through USTRANSCOM. Plan, program, budget, account for, and maintain manpower authorization documents for TWCF funded manpower. Coordinate all TWCF funded manpower adjustments with USCINCTrans. Notify USTRANSCOM of any Service-levied manpower or personnel ceilings, constraints, or restrictions impacting TWCF assets.
 - h. Submit acquisition packages for procurement of USTRANSCOM-related transportation services and equipment to USTRANSCOM for review and coordination, as directed in USTRANSCOM Regulation 110-5.
 - i. Develop and submit TWCF program and budget submissions and associated reports to USCINCTrans IAW established procedures.
 - j. Notify USCINCTrans, IAW established procedures, of the receipt or initiation of any claim by or against a contractor in excess of \$1 million.

k. Submit to USCINCTrans, for forwarding to higher HQ, all prepared statements and supporting material for congressional hearings and proposed legislative packages. Submit to USCINCTrans copies of responses to congressional inquiries relating to common-user, DTS initiatives.

l. Submit to USCINCTrans, for forwarding to higher HQ, all prepared responses to audit reports relating to common-user, DTS issues. Report to USCINCTrans all DTS-related internal control weaknesses identified under Department of Defense Directive 5010.38, Management Control (MC) Program.

m. Recommend to USCINCTrans policies and programs on the effective acquisition of freight and passenger transportation services from all modes of transportation within CONUS and OCONUS.

n. Review and analyze such proposals, notices, decisions, regulations, laws, etc., of federal, state, and local agencies, courts, legislatures, and commercial entities that affect USCINCTrans' mission.

o. Provide program and budget submissions to the military departments for strategic mobility requirements IAW established procedures. Keep USCINCTrans informed of the status of these requirements while Service programs are under development and after completion of their Program Objective Memoranda.

p. Review, analyze, and submit recommendations to USCINCTrans on Consolidation and Containerization Points (CCPs).

q. Perform strategic deployment analysis of transportation systems. Analyze constraints and capabilities of DTS modes and subsystems that support strategic mobility. Coordinate with other DOD Components on installation outload capability and enhancement programs.

r. In coordination with USTRANSCOM, develop MOA and MOU and other similar documents necessary to formalize commitments of transportation services within the limits of the policies prescribed by this regulation. Examine all such documents to bring them in compliance with this regulation and submit them to USCINCTrans for approval prior to final signature.

s. Provide deliberate and execution-planning support to USTRANSCOM to ensure effective and efficient use and control of transportation assets and services.

t. Provide USCINCTrans with copies of internal regulations concerning the acquisition of transportation services. Coordinate with USCINCTrans all changes, revisions, and new internal regulations that would either require subsequent action from USCINCTrans or that would supplement specific USCINCTrans guidance previously received.

u. Provide recommendations for and information pertaining to diversions of cargo, personal property, and passengers within the DTS. Diversions will be made only with concurrence of the affected shipper, Service, Agency, or CINC.

v. When designated, develop and publish transportation publications as assigned by USCINCTRANS.

w. Serve as the USTRANSCOM POC for the establishment, amendment, or clarification of rules and regulations of the regulatory bodies governing safe and secure transportation of explosives and other HAZMAT.

x. Inform USCINCTRANS of Service-assigned missions.

y. Perform other mission tasks as directed by USCINCTRANS.

z. Procure commercial transportation services, to include data reporting requirements.

9. The Commander AMC must:

a. Act as single manager, on behalf of USTRANSCOM, for airlift, intertheater, intratheater, and CONUS aeromedical evacuation, aerial refueling support, and support services to the DOD Components as required by USCINCTRANS.

b. Be responsible for all airlift procurement and negotiation and serve as the single face to industry for airlift matters.

c. Recommend the size of passenger groups and the size of release unit cargo, in conjunction with USTRANSCOM and affected DOD Components.

d. Prepare short-range and long-range forecasts of strategic air transportation requirements and match them with capabilities of the DOD, based on an evaluation of requirements.

e. Procure all commercial air mobility services. Administer and negotiate Airline City Pairs Contract in conjunction with the General Services Administration (GSA) and in coordination with DOD components.

f. Administer and execute the CRAF program. Recommend to USCINCTRANS the activation of CRAF, to include required stage(s) and/or segment(s) to meet airlift/aeromedical requirements. Prepare documentation to activate the CRAF and 49 U.S.C. Chapter 443, Insurance. Obtain Secretary of the Air Force Indemnification Program activation and waivers. Monitor and manage AMC-assigned missions of these forces upon activation.

g. Perform capability inspections (semi-annually) necessary to certify air carriers for the safe movement of DOD cargo and passengers. Interface with other Federal Agencies to determine civil air carrier eligibility and suitability to provide service.

h. Operate a worldwide passenger reservation system for international travel aboard AMC transport aircraft and commercial contract airlift.

i. Provide USCINCTRANS information on the availability of AMC organic and controlled commercial strategic air mobility capability.

- j. Through USTRANSCOM, serve as DOD focal point for international cooperative airlift agreements.
- k. Provide host support for USTRANSCOM, including contracting and personnel support.
- l. Operate, or arrange for operation of, common-user aerial ports/air terminals within CONUS or OCONUS based on agreements with the theater commanders, to include contracting for terminal services.
- m. Act as the sole negotiator within CONUS with commercial firms on rates and other matters incidental to air transportation of freight.
- n. Provide USCINCTRANS information on the availability of AMC-owned and AMC-controlled commercial air mobility capability.
- o. Act as single POC with the commercial airline industry for USTRANSCOM for procurement of DOD domestic and international airlift services.
- p. Perform contract air administration duties and implement a quality assurance evaluation program for contract commercial airlift services.
- q. Determine and arrange the best means available for obtaining supplemental surface transportation (i.e., bus service incidental to commercial air movement).

10. The Commander MTMC must:

- a. Act as single manager, on behalf of USTRANSCOM, to provide surface and surface intermodal traffic-management services, common-user ocean terminal support, and transportation engineering support to the DOD Components as directed by USCINCTRANS. Provide surface rates, routing, and carrier performance quality control.
- b. Negotiate rates and other matters incidental to surface transportation of freight within CONUS and, as directed by USTRANSCOM, intermodal rates.
- c. Negotiate and administer the DOD Personal Property Shipment and Storage Program, as directed by USTRANSCOM, administer the DOD Privately-Owned Vehicle Import Control Program, and act as the sole negotiator, worldwide, with commercial firms on rates and other matters incidental to storage services for all personal property.
- d. Operate, or arrange for operation of, common-user ocean terminals within CONUS or OCONUS based on agreements with the theater commanders, to include contracting for terminal services.
- e. Manage the Defense Freight Railway Interchange Fleet (DFRIF), which is required to supplement the capability of commercial transportation carriers.
- f. Administer the US Government car/truck rental program.

- g. Administer the surface commercial carrier quality assurance program.
- h. Administer the DOD Worldwide Cargo Loss and Damage Reporting Analysis System.
- i. Provide ocean cargo booking for the DOD Components.
- j. Arrange for movement of DOD-sponsored surface export cargo and act as the ocean cargo clearance authority IAW this regulation.
- k. Serve as the USTRANSCOM agent for highways, pipelines, ports, and railroads for national defense and administer other modal national defense programs as directed by the SECDEF.
- l. Provide operational management of defense intermodal common-user containers and establish a worldwide DOD surface container management and control system.
- m. Administer and execute the CORE Program. Recommend to USCINCTrans the activation of the CORE Program.
- n. Provide USCINCTrans with information on the availability of MTMC-controlled commercial mobility capability.
- o. Prepare forecasts of ocean and maritime common-user transportation services based on the requirements of the DOD Components.
- p. Consolidate peacetime shipper service and unified commands surface transportation requirements and provide these to MSC. During contingency or wartime, assist USCINCTrans with the clarification and consolidation of surface requirements from supported unified commanders.
- q. Operate a JTMO with the mission to serve as the single USTRANSCOM focal point for the execution of surface intermodal movements within the DTS and with the following responsibilities:
 - (1) Procure and book surface intermodal movement requirements.
 - (2) Maintain intermodal shipping schedules and the Integrated Booking System.
 - (3) Provide the Defense Finance and Accounting Service (DFAS) (<http://www.dfas.mil>) with supporting documentation to generate customer bills.
 - (4) Manage related support systems.
 - (5) Negotiate ocean rates and, as directed by USTRANSCOM, intermodal rates and related services to meet DOD ocean and intermodal transportation requirements. Perform Administrative Contracting Office (ACO) and Contracting Officer's Representative (COR) duties.

r. Upon request of AMC, provide data residing in Statistical Collection of Passenger Travel (STATCO) for use in the GSA Airline City Pairs Contract.

s. Be responsible for all surface passenger procurement negotiations and serve as the single interface to the surface passenger carrier industry.

t. Administer the DOD Military Bus Agreement.

u. Administer the DOD Military Rail Agreement.

11. The Commander MSC must:

a. Provide ocean transportation, including ocean movement and support services, to the DOD Components as directed by USCINTRANS.

b. Provide USCINTRANS and MTMC with information on the availability and status of ships in the Government-owned and MSC-controlled fleet, including chartered commercial ships.

c. Charter vessels.

d. Oversee the RRF in concert with MARAD, oversee ships requisitioned, and exercise operational control over those mobilization forces on behalf of USCINTRANS.

e. Recommend to USCINTRANS activation of the RRF, requisitioning of US-owned ships, or the acquisition or activation of foreign ships or other established mobilization programs IAW 50 U.S.C. § 196, and Department of Defense Directive 4140.1, Materiel Management Policy.

(1) When activation is under consideration, MSC, based upon information provided by the JCS/CINCs through USCINTRANS, will inform MARAD of actual or projected requirements for RRF ships or requisitioning. When directed by USCINTRANS, MSC will request that MARAD activate required RRF ships. Operational control (OPCON) of ships will be transferred from MARAD to MSC at activation.

(2) RRF activation, IAW law, is authorized under the following criteria:

(a) To meet a need for sealift capacity that can only be satisfied by a ship in the RRF, subject to conditions contained in the DOD and DOT MOA.

(b) To support deployment, sustainment, redeployment, and other transportation requirements of US armed forces in military contingencies.

(c) In support of CJCS exercises.

(d) For civil contingency operations upon orders from the NCA.

(e) Testing for readiness and suitability for mission performance.

(f) In connection with a transfer.

(3) Ships activated IAW the above will not be in competition with, substitute for, or displace privately owned US flag vessels.

(4) MSC, in conjunction with USTRANSCOM, will determine the RRF ship(s) to be used to support the customer's lift requirements based upon availability, suitability, cost, and other factors. Ship activation dates will be a part of the selection process used to ensure different ships are activated. MSC will coordinate with MARAD for the activation of requested ship(s).

(5) The requirement to activate RRF shipping to test for readiness and operational performance will be considered in the determination of ship activation for use in a contingency deployment or an exercise. Periodic activation is required to ensure ships are able to meet their breakout schedules and to enhance the readiness of the RRF. MSC will coordinate with MARAD to preclude the activation of the same vessel repeatedly and to ensure the RRF Activation Plan is followed.

(6) When activating ships, USTRANSCOM and MSC will determine the type of ship best suited to complete a mission by utilizing factors discussed in Paragraphs C.11.e.(2)(b) through C.11.e.(2)(e) above and known funding constraints. When activating RRF ships, MSC will use the RRF Activation Plan and lift requirements to decide which ship(s) will be nominated to support an operation, mission, or exercise.

(7) Upon Presidential approval of authority to requisition ships, and when directed by USCINTRANS, MSC will request that MARAD requisition specific ships, which will be transferred from MARAD to MSC after they are requisitioned.

(8) When directed by USCINTRANS, MSC will notify ship owners which of their vessels are being considered for requisitioning and arrange for acquisition of particular ships with ship operators while keeping MARAD informed.

f. Act as the USTRANSCOM scheduling authority for ocean transportation (sealift) ships to support DOD requirements.

g. Study, analyze, and recommend requirements for ocean transportation systems.

h. Approve stowage plans and their implementation to ensure seaworthiness of the ship, safety of the cargo, and efficient use of ship space.

i. Billet and exercise control of all passengers aboard MSC ships. Administrative control may be exercised by the Services concerned. Assignment of supercargo personnel will be managed by MSC in coordination with MTMC.

j. Coordinate MSC operations with port authorities.

k. Promote the requirements, development, protection, and fielding of C4S to support in-transit visibility (ITV) for ocean transportation.

12. The area, activity, or installation commander (or their delegated representative(s)) will appoint a military member or civilian employee (not a contractor) as Transportation Officer (TO) to execute DOD traffic management policy and procedures to obtain transportation services. The appointed TO must be a fully trained and equipped member of the area, activity, or installation commander's technical staff. Appointment must be accomplished by special order of the area, activity, or installation commander IAW regulations of the military departments concerned.

13. The TO must:

a. Provide efficient, responsive, and quality transportation services within the assigned geographic area of responsibility (AOR) and ensure compliance with governing laws, directives, and regulations.

b. Provide technical direction, management, and evaluation of the traffic management aspects of the DOD transportation movement program on a worldwide basis, subject to the overall guidance, policies, and programs established by USTRANSCOM and DOD Components.

(1) Prepare and edit travel and shipment documentation to ensure quality data and timely submission to support total movement business processes IAW DUSD/L timeliness criteria.

(2) Support contingency, mobility, natural disaster, and humanitarian relief requirements.

c. Act as a COR, alternate COR, or ordering officer when commercial travel offices and other related traffic management functions are served under contracts.

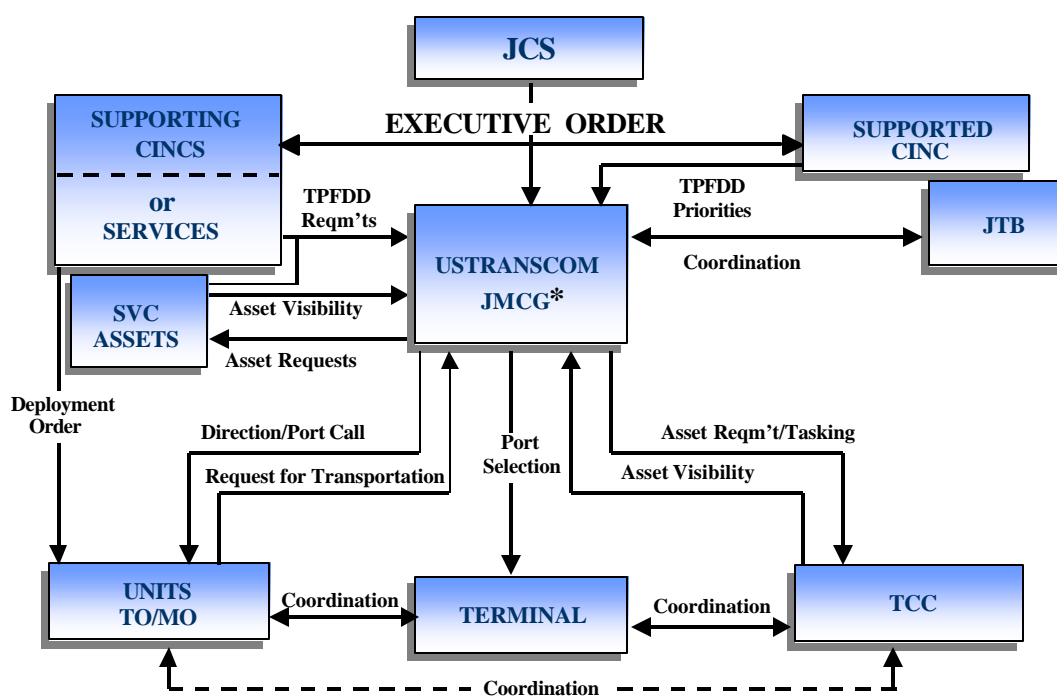
d. Appoint one or more members, civilian employees, or contractor personnel as transportation agent (TA) to assist the TO in his/her responsibilities. This may be accomplished by letter, which is to be retained in the transportation office. Service-unique procedures may require the TOs to request TAs be appointed by their commander. Contractor personnel may not be appointed to perform any function involving the obligation or expenditure of Government funds.

14. A Mobility Officer (MO) is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. Responsibilities are further covered in DOD Component regulations.

15. Arrival/Departure Airfield Control Group, Port Support Activity, Beach and Terminal Operations, or Tanker Airlift Control Element (TALCE) will act as a focal point between the unit requiring movement and the arrival and departure point activity at the Port of Embarkation (POE) and Port of Debarkation (POD).

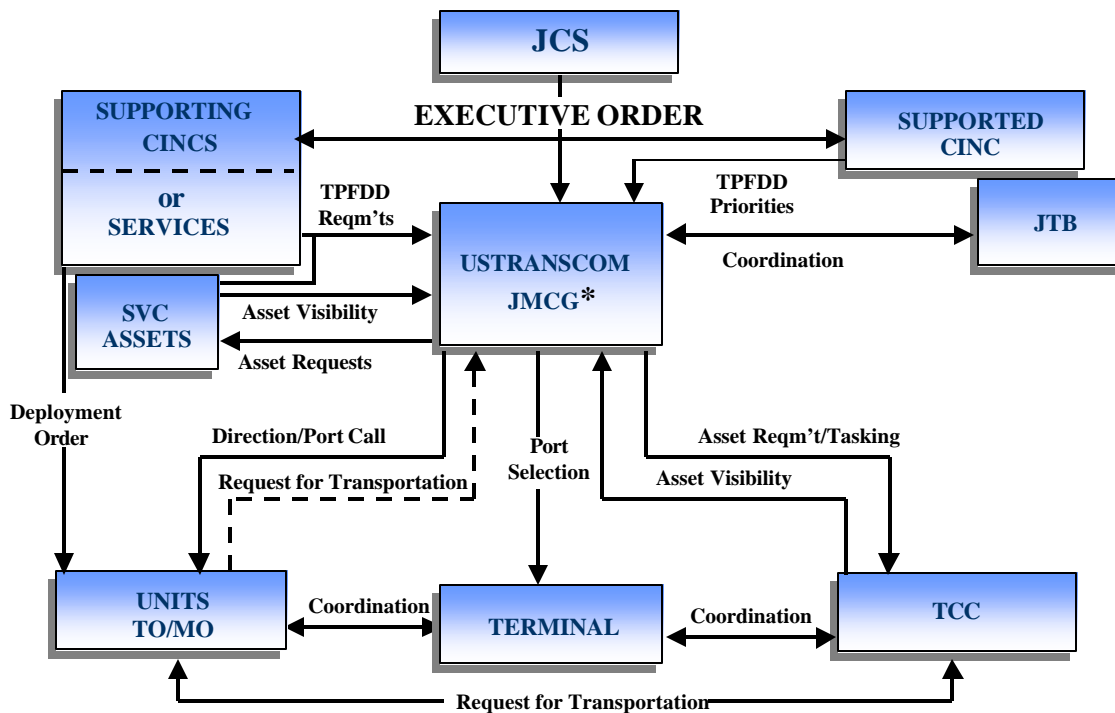
E. PLANNING CONSIDERATIONS FOR DEPLOYMENT, SUSTAINMENT, AND REDEPLOYMENT

1. General. Strategic mobility is the capability to deploy and sustain military forces worldwide in support of national strategy. The DTS supports movement of personnel, cargo, and equipment during the three phases of mobility (deployment, sustainment, and redeployment). It is an integral part of the total US transportation system and involves procedures, resources, and interrelationships between DOD, federal, commercial, and non-US activities to include agreements the US Government has with non-US activities to enter cargo into the DTS, e.g., Canada. (See Joint Publication 4-01.3, Joint Tactics, Techniques, and Procedures for Movement Control and FM 3-0, Operations.) DOD Directive 4510.11, DOD Transportation Engineering, outlines the policies and responsibilities associated with the execution of programs for highways, ports, and railroads for national defense, and administration of other modal national defense programs as directed by the SECDEF. These services include installation transportation studies, evaluations of marine ports, terminals, and other modal facilities identification and ensurance of important public highways and commercial rail lines, and engineering guidance related to force mobilization and deployment. The following information may apply to all phases of mobility.



* NOTE: Consists of AMC TACC, MSC CMD CTR, and MTMC CMD CTR

Figure 301-1. Constrained Environment



* NOTE: Consists of AMC TACC, MSC CMD CTR, and MTMC CMD CTR

Figure 301-2. Unconstrained Environment

a. Transportation Assets for Mobility.

(1) Airlift. The two sources for air transport assets are military and civil aircraft. Each has various transport restrictions based on the dimensions, weight, and shapes of the cargo to be moved.

(a) The military cargo aircraft includes C-130, C-141, C-5, C-17, KC-135, and KC-10. The majority of these aircraft use the 463L air cargo pallet system to reduce the time required to load and unload bulk air cargo. See Appendix D for aircraft characteristics.

(b) The CRAF augments organic airlift capability with civil aircraft, aircrews, and support structure during times of national emergency. The legal basis for CRAF is the Defense Production Act of 1950, which empowers the President, during a national defense emergency, to allocate industrial production and services to the DOD. Airlift planners and shippers using CRAF assets must be aware of their unique characteristics. Civil aircraft transporting DOD cargo, passengers, and patients may require increased loading/unloading time and specialized Materials Handling Equipment (MHE). Additionally, many CRAF assets are not configured to support 463L pallets. Unique MHE requirements for loading and unloading civil aircraft may constrain or restrict cargo loading at ports. Units should refer to load planners for specific restrictions. The Tanker Airlift Control Center (TACC) and installations should coordinate aircraft requests to ensure the planned aircraft can be handled.

(2) Sealift Resources. Shipping resources can be classified as belonging to three separate pools of resources: US Government, US flag, and foreign flag assets.

(a) US Government assets can be found in both the DOD and DOT. In the DOD, the MSC is the primary provider and operator of sealift resources. In the DOT, MARAD is the primary provider of sealift resources.

1 MSC. As a component command of USTRANSCOM, MSC provides common-user sealift across the range of military operations. MSC adjusts and controls the total number of ships under its operational control to meet demand. Under normal peacetime conditions, the MSC force consists of government-owned ships as well as privately owned ships under charter to MSC. When demand increases, MSC can expand its fleet by acquiring additional sealift from a variety of resources and through a number of different acquisition programs. MSC resources available to the DTS beyond MSC's active peacetime fleet are Fast Sealift Ships (FSS), Large Medium Speed Roll-On/Roll-Off (RO/RO) ships (LMSRs), and Prepositioned Ships (MPS).

a FSS. Government-owned RO/RO ships that are berthed on the US East and Gulf Coast. These ships are capable of carrying 150,000 square feet of combat, combat support, or combat service support equipment at a speed of 27 knots.

b LMSRs. Ships stationed OCONUS that carry Army heavy brigade equipment and others berthed in the CONUS to transport deploying unit equipment and cargo. These ships can maintain a speed of 24 knots.

c Prepositioned Ships. MSC has a large fleet of prepositioned ships that can be used for common-user sealift once they discharge their cargo.

2 MARAD. MARAD is the DOT agency responsible for administering federal laws and programs designed to support and maintain a US merchant marine capable of meeting the nation's needs. It is responsible for the management of the NDRF. A key component of the NDRF is the RRF, which is maintained by MARAD. MARAD is also a key organization in the processes for acquiring shipping once the voluntary charter market is no longer responsive. The RRF consists of commercial or former military vessels of high military utility including RO/RO, sea barge (SEABEE), lighter aboard ship (LASH), container, tanker, crane, and breakbulk ships. Some of these vessels have had their military capabilities enhanced with the addition of systems such as the Modular Cargo Delivery System and the Offshore Petroleum Discharge System. MARAD maintains these vessels in four, five, 10 or 20 day readiness status.

(b) The US Flag Fleet. Ships from the US flag fleet are routinely chartered by MSC to meet government shipping demands. Shipping contracts are also negotiated for government cargo that does not have to move on dedicated shipping. When an expansion of government requirements occurs such that voluntary US and foreign flag charters no longer meet requirements; it is the US flag fleet that is expected to respond to meet the requirements. There are three acquisition processes not counting voluntary chartering, available for DOD to acquire additional US flag shipping. They are the VISA, the Voluntary Tanker Agreement (VTA), and requisitioning.

1 VISA. VISA is the primary sealift mobilization program. It is an intermodal capacity-oriented program vice a ship-by-ship oriented program. All major US flag carriers are enrolled in VISA. This constitutes more than 90 percent of the US flag dry cargo fleet. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the DOD. The types of ships enrolled in the VISA program includes containerhips, RO/RO ships, LASH vessels, combination RO/RO and containerhips, heavylift ships, breakbulk ships, and tugs and barges. VISA is activated in three stages. Stage I is activated by USCINCTrans, with the approval of the SECDEF, when voluntary capacity commitments are insufficient to meet DOD requirements. Stage II is activated when contingency requirements exceed Stage I. Stage III is activated by USCINCTrans with the approval of the SECDEF and requires the SECTRANS to allocate capacity based on DOD requirements.

2 VTA. The VTA is a method of acquiring additional petroleum product carriers once the commercial market is no longer responsive. It is a cooperative effort by industry and government to meet military requirements for product tankers. It is activated by MARAD at the request of the SECDEF.

3 Requisitioning. The last resort for acquisition of shipping is requisitioning. US flag ships may be requisitioned under the authority of the 46 U.S.C. § 1242, Merchant Marine Act of 1936.

(c) Foreign Flag Ships. Foreign flag ships can be acquired for DOD use through three different methods: voluntary charter, allied shipping agreements, and requisitioning of effective US-Controlled (EUSC) ships.

1 Voluntary Charter. During peacetime, MSC will charter foreign flag ships whenever US flag ships are unavailable. This experience allows MSC to enter the foreign charter market and quickly expand its fleet whenever the need arises.

2 Allied Shipping Agreements. Allied shipping agreements can either be pre-negotiated and in existence or they can be done on an emergency basis as the need arises.

3 EUSC Ships. EUSC ships are ships owned by US citizens or companies that are registered in countries that have no prohibition on requisitioning of these vessels by the US. The US under authority of 46 U.S.C. § 1242, may requisition these ships.

(3) Overland.

(a) Highway transport sources include commercial carriers with equipment for lease or hire and organic military assets of the mobilizing unit.

(b) Rail transport assets include commercially owned and operated rail cars, plus MTMC-managed rail cars from the DFRIF.

(c) Inland waterway barge resources.

(4) Intermodal. Cargo and equipment should be identified to the maximum practical extent for possible intermodal movement (using a combination of two or more of the above modes). Containerization, the primary method used for intermodal transport, maximizes available strategic lift, provides for unit integrity, and improves closure in the event container sealift is directed.

b. JOPES. JOPES is the DOD system used to conduct joint planning and operations. It establishes an ordered and comprehensive set of procedures used in both deliberate and crisis action planning. Additionally, it is oriented towards solving complex strategic mobility problems associated with deploying and sustaining the force. JOPES is used by senior-level decision-makers to plan, execute, and monitor deployment, employment, sustainment, and redeployment activities. It supports national, theater, and supporting organizational levels in both peacetime and in crisis.

c. Time-Phased Force and Deployment Data (TPFDD). The TPFDD provides timing, priority, and mode selection for movement of personnel, cargo, and equipment. The supported CINC determines movement priorities in the TPFDD based on transportation scheduling and movement information in the JOPES “scheduling movements” sub-program.

(1) The MO will direct movement of personnel, cargo, and equipment IAW TCC directives.

(2) Personnel, cargo, and equipment, not in JOPES and, therefore, not in the TPFDD, will be entered into JOPES and the DTS.

d. Data Documentation Requirements. Data (electronic and hard copy) is required to initiate, monitor, and determine billing requirements for passenger, cargo, and equipment movements. Shippers, users, and port operators must provide accurate transportation data to enhance effectiveness and efficiency of the DTS, provide ITV, and ensure proper billing. Movements must be documented IAW with this regulation, Part I, Passenger Movement, and Part II, Cargo Movement.

(1) All DOD sponsors of non-US activities, to include agreements the US Government has with non-US activities on entering cargo into the DTS, e.g., Canada; must comply with paragraph d. above.

(2) Shipments excluded from this regulation’s data documentation requirements are: coal and petroleum products shipped in bulk; and annual resupply projects not entering the DTS.

e. Cargo Moving Within CONUS Under Emergency Conditions. Plans for national and civil emergencies to manage specific national resources under conditions of international tension, natural and environmental disaster, and limited or general war are outlined in this regulation, Part II, Cargo Movement. Transportation emergencies may occur under any of these conditions.

(1) USTRANSCOM, through its TCCs, will issue instructions to activate emergency procedures that are not self-triggering.

(2) MTMC will provide traffic management guidance under emergency conditions. In addition, TOs may execute emergency routing authority.

(3) Embargoes and permits are control devices used to manage transportation resources under emergency conditions. For further information on traffic management under emergency conditions, see this regulation, Part II, Cargo Movement, Chapter 201.

f. Non-Unit Resupply.

(1) TO will determine routing and mode selection using best value principles consistent with DOD Component logistic policies, customer requirements, specified customer wait time metrics, and/or Uniform Materiel Movement and Issue Priority System (UMMIPS) time standards.

(a) Traffic managers, node, and mode operators, will assure time-definite delivery and efficient routing, and will seek to eliminate unnecessary handling and delays in movement of cargo and equipment.

(b) Mode selection is based on the best value for the customer or activity paying for movement. Selection criteria will consider billing costs as well as actual cost of services.

(2) When it is determined that military or military-contracted transportation cannot meet customer requirements, all efforts to procure commercial transportation will be IAW national defense transportation policy. Commercial and military assets will not be dual committed.

g. Cargo Movements.

(1) Airlift Clearance Authorities (ACAs), Ocean Cargo Clearance Authorities (OCCAs), or Customer Service Branches are designated as the focal points for tracking, tracing, expediting (green sheeting), and diverting of cargo currently in the DTS.

(2) When moving oversized or overweight cargo by commercial carrier, the TO is responsible for ensuring the commercial carrier is aware of excess weight and/or length requirements. The commercial carrier is responsible for obtaining all local, state, and national or HN permits. Units using military-owned vehicles are required to obtain all permits necessary for convoy or motor shipments. When moving hazardous or dangerous cargo by commercial carrier, the TO will ensure all local, state, national, international, or HN permits are obtained and procedures followed. (See Appendices C, R, and V.)

(3) TOs and MOs will not free-flow cargo and/or equipment into APOEs, SPOEs, or channel hubs without prior clearance.

(4) Provisions of Chapter 204 and 205 of this regulation, Part II, Cargo Movement, remain in effect during mobility operations when moving HAZMAT, classified and sensitive cargo.

(a) The unit will provide the TO/MO information verifying arms, ammunition, explosives, and other HAZMAT are properly classified, packaged, marked, labeled, and documented IAW directives such as 49 Code of Federal Regulations (CFR), Transportation (<http://www.access.gpo.gov/nara/cfr/>); International Maritime Dangerous Goods Codes (IMDGC) (<http://www.imo.org/imo/pubs/pubcat3.htm>); Air Force Joint Manual (AFJMAN) 24-204, Defense Logistics Agency Instruction (DLAI) 4145.3, Marine Corps Order (MCO) P4030.19G, Naval Supply (NAVSUP) Publication (PUB) 505, Technical Manual (TM) 38-250, Preparing Hazardous Material for Military Air Shipments (<https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAN.htm>); North Atlantic Treaty Organization Standardization Agreements; International Air Transport Association (<http://www.iata.org>); and/or International Civil Aviation Organization (<http://www.icao.int>).

(b) TOs/MOs arranging shipment of arms, ammunition, explosives, and other HAZMAT will ensure compliance with local, state, and federal laws, DOD regulations, and United Nations standards. Additionally, for overseas movement, Status of Forces Agreements (SOFA), DOD 4500.54-G, Foreign Clearance Guide (FCG) (<http://www.fcg.pentagon.mil/>), and HN requirements for shipments into, through, or over foreign nations will be complied with. USTRANSCOM will provide information to DOD Components for all special foreign nation requirements not identified in the FCG. The JMCG will serve as USTRANSCOM's POC for information concerning special certification requirements.

(c) The owning unit will provide escorts, coordinate clearances, and identify security requirements needed for movement of classified or sensitive cargo to POEs.

(d) Port operators will provide or coordinate for security and obtain clearance for onward movement of non-unit classified or sensitive cargo.

(5) MHE, Containers, and 463L Assets. Units are responsible for identifying pallets, nets, containers, and other special equipment requirements to the TO or MO. DOD 4500.9-R-1 Management and Control of the DOD Intermodal Container System, (Volumes I and II) provides specific procedures for management and authorized use of DOD intermodal container system and 463L assets.

(6) Opportune Lift (OPLIFT). OPLIFT capability is space via air or surface modes that may be available for use after planned requirements are met. Units are encouraged to use or release excess space aboard aircraft, ships, or other transportation assets to move passengers, cargo, and equipment. The addition of cargo and passengers must be authorized before opportune lift can be offered. Billing for OPLIFT is IAW published regulations.

h. Passenger Movements. TOs/MOs have overall responsibility for arranging travel of mobilized units/non-units located within their AOR to designated POEs. Units will submit complete passenger manifests to the supporting TO. Clearance requirements for overseas movements will be either as stipulated in the DOD FCG or as directed by the supported CINC. TOs/MOs will ensure passengers meet entry requirements and have documentation. Provisions of Chapter 302 are used in the deployment, sustainment, and redeployment of units and individuals.

i. Reporting and ITV.

(1) To the maximum extent possible, reporting requirements will be met by automated passenger and cargo movement systems.

(2) ITV provides movement visibility of DOD unit and non-unit personnel, cargo, and equipment. ITV reporting collects, maintains, and distributes information on location, status of movement, and availability of unit and non-unit personnel, cargo, and equipment. ITV is a key factor in managing defense transportation efficiently during peacetime and wartime contingencies. ITV data timeliness is a critical factor in the effective management of assets moving through the logistics pipeline. When DOD assets leave or arrive at a commercial or military shipping or receiving activity, functions at those activities must be capable of capturing the associated departure or receipt information and providing that information to GTN or through the commercial systems to customers. The following timeliness criteria are provided to evaluate current system capabilities and identify improvements of the analysis of impact, cost, and value-added:

- (a) Four hours for all sustainment sealift.
- (b) Two hours for all Intratheater and CONUS movements.
- (c) One hour for all sustainment airlift.
- (d) One hour for all unit/non-unit strategic movements.

(3) Primary contributors to data quality are activities generating initial passenger, cargo, and equipment manifest data. Units initiating movement requirements are responsible for providing all documentation to establish ITV.

j. Reception, Staging, and Onward Movement. Reception, staging, and onward movement is the supported combatant commander's responsibility. Duties generally include health, welfare, and life support of arriving forces and for assisting with their onward movement. IAW Joint Publication 4-01.3, MCCs coordinate onward movement to ensure a smooth flow of personnel, equipment, and supplies through PODs and Lines of Communication. Unit personnel should arrive at the APOD to coincide with equipment draw.

(1) Planning will focus on moving units through PODs without delay. Marshalling areas are planned to allow rapid clearing of PODs and make Staging Areas (SAs) available for off-loading. This reduces port congestion and potential for work slowdowns or stoppages in discharge operations.

(2) Theater-based reception begins with arrival of forces and their sustainment at the POD. The primary challenge of this process is port clearance. Except in the case of forcible entry, port opening forces should precede arrival of combat forces. Other supporting and enabling forces may either precede or arrive concurrently with combat forces to conduct force reception and onward movement operations, establish theater distribution infrastructure, or to conduct security operations. (See Joint Publication 4-01.8, Joint Tactics, Techniques, and Procedures for Joint Reception, Staging, Onward Movement, and Integration.)

k. Human Remains. Human remains will normally be moved IAW this regulation, Part I, Passenger Movement. Theater/contingency commanders will determine the type of transportation to meet requirements and expedite movement of human remains. Human remains will not be off-loaded from transportation assets at en route stations, except as a military necessity or to expedite their onward movement.

(1) Movement by aircraft under DOD control. Each responsible activity must include the following information in its departure message: name, grade, escort, CONUS destination, and mode of onward transportation desired.

(2) Movement by commercial airlift. The Activity making travel arrangements notifies the military installation nearest the en route or arrival point. Each en route installation apprises all later en route points and arrival point of any change in itinerary.

(3) Include as information addressees on the message when travel is sponsored by:

(a) Army. Chief of Staff, United States Army (USA); Chief, Casualty Branch, DA (AGPB-CN); Chief, Support Division, DA-1; Commanding General of each CONUS Army; and commander of each major overseas command in whose AOR the final destination and each intermediate landing point are located.

(b) Navy. Chief of Naval Personnel.

(c) Air Force. Office of Mortuary Affairs (AFSVA/SVOM Randolph Air Force Base (AFB), Texas (TX)).

(d) Marine Corps. Commandant of the Marine Corps (Code DN).

(4) Theater CINCs will establish policies on movement of mass casualties.

(5) Reference this regulation, Part I, Passenger Movement and Service regulations for additional information concerning movement of human remains.

l. Military Operations Other Than War (MOOTW). MOOTW includes: arms control; combatting terrorism; DOD support to counterdrug operations; enforcement of sanctions/maritime intercept operations; enforcing exclusion zones; ensuring freedom of navigation and overflight; humanitarian assistance; military support to civil authorities; nation assistance/support to counterinsurgency; noncombatant evacuation operations; peace operations; protection of shipping; recovery operations; show of force operations; strikes and raids; and support to insurgency. In most cases, taskings are routed via the JCS to the unified CINC. These operations can vary widely in scope and purpose and may cross Service, national, and geographical lines. During MOOTW, DTS documentation requirements do not change. When DOD transportation assets are used to support MOOTW missions, pertinent joint publications, DOD regulations, unified command regulations, command-to-command agreements, and MOUs with the Departments of State or Health and Human Services will specify the DOD's role. Additional implementing guidance may be contained in Operations Plans (OPLANs), OPLANs in concept format, or execution orders.

(1) Humanitarian cargo moving in the DTS usually is not considered DOD cargo, however, this cargo may be absolutely critical to mission success. All approved humanitarian freight movements will be managed to the same standards as DOD freight and be documented IAW this regulation and will comply with guidance as found in Appendix X.

(2) Prior to entry into the DTS, shippers must obtain movement authorization from the Defense Security Cooperation Agency (DSCA-HA/D), (http://www.dsca.osd.mil/programs/HA/hca_demine.htm) and moved IAW this regulation.

m. Noncombatant Evacuation Operations (NEO). After the State Department has authorized NEO operations, senior US military on-scene commanders may initiate NEO any time it is deemed critical to remove civilians from a given area of operations (AO). NEO must involve the US Ambassador, working in close coordination with the HN to minimize civil unrest. Although these operations normally occur in a hostile or potentially hostile environment, they can occur during national unrest or natural disasters. NEO movements involve evacuation of US nationals, designated HN civilians, and third-country nationals, as designated by the US State Department. Unified commanders, in coordination with current US embassy policies and procedures, publish NEO evacuation plans. NEOs may require movement to a safe haven within the HN or the withdrawal and delivery of evacuees to a safe haven outside the HN, as designated by the senior military on-scene commander following coordination with the US Embassy. (For detailed guidance, see Joint Publication 3-07.5, Joint Tactics, Techniques, and Procedures for Noncombatant Evacuation Operations and FM 90-29, Noncombatant Evacuation Operations.)

n. Security. In coordination with other DOD activities:

(1) Individual Services will develop and administer a transportation security program to provide standardized transportation security procedures. Refer to this regulation, Part II, Cargo Movement, Chapter 205, for procedures pertaining to movement of classified and sensitive shipments.

(2) Commanders are responsible for security of their units and equipment.

(3) Host installation will coordinate security within port areas.

(4) Security Training Assistance is available from the Air Force under its Cope Viper Training Course or the Combat Skills Orientation Course.

o. Safety. Increased potential for accidents during deployment, sustainment, and redeployment operations demand extra emphasis and continuous focus by all personnel. Commanders will enforce safety requirements and when HN and US standards differ, stricter requirements prevail.

2. Deployment.

a. General. Deployment is the relocation of forces and their accompanying supplies to designated areas of operations. It involves movement of personnel, initial sustainment cargo, and equipment assets from origin to theater SAs and to final destination. Final destination is defined as the physical location where unit employment operations are conducted. TPFDD

movement requirements are identified and validated for all DOD Components during the joint deliberate planning cycle for the operational plan. These requirements are prioritized by the respective theater CINCs at execution. Airlift and sealift are coordinated to synchronize the arrival of personnel, cargo, unit equipment, and adequate sustainment in theater. This guidance covers deployment operations from point of origin to POD and should be followed except when, in the judgment of the respective DOD Component, exceptional circumstances dictate otherwise. (Also see Joint Publication 3-35, Joint Deployment and Redeployment Operations, Joint Publication 4-01.8, Air Force Instruction (AFI) 10-402, Mobilization Planning and AFI 10-403, Deployment Planning and Execution.)

b. JOPES. Deployment operations generally begin, and are continued, through the use of JOPES. This system provides a foundation for conventional C2 by national and theater-level commanders and their staffs.

c. Passenger Movements.

(1) Deploying units will ensure all personnel meet current eligibility requirements, which may include, but are not limited to:

- (a) Immunizations.
- (b) Prescription medicines.
- (c) Dog tags and identification card.
- (d) Current DD Form 93, Record of Emergency Data (Figure 301-3).
- (e) Combat arms training.
- (f) Chemical warfare defense training.

(2) TOs/MOs will verify personnel have documentation required to effect entry into their final destination, i.e., travel orders, passport, etc.

(3) TOs are POC for deploying passengers via commercial transportation. This regulation, Part I, Passenger Movement provides additional information on movement of individual travelers or small units deploying via commercial air.

(a) The Commercial Ticketing Program (CTP) (Chairman Joint Chiefs of Staff Manual 3500.3, Joint Training Manual for the Armed Forces of the United States, Annex B to Appendix C), established by the JCS J-7, is a funding source for individually-ticketed passengers moving commercially in support of JCS-directed training movements. CTP funds transportation from the APOE to the APOD only.

(b) Services control funds for CTP. Deploying units will obtain CTP funding appropriation data per Service guidance. Requirements are reviewed by AMC and the USTRANSCOM MCC. The MCC will issue an authorization message to JCS J-7, Service

Headquarters supporting commands, and the scheduling command authorizing the use CPT funds.

3. Sustainment.

a. General. Sustainment is critical to the success of any mission. Sustainment stocks are moved to theaters based on priorities of the supported combatant commander. DOD Components and Agencies receive, fill, and ship requisitions to support CINC and Service component requirements. Sources of sustainment stocks include defense depots and service maintenance depots, vendors, and service supply support activities. Unified commanders will identify key theater nodes and hubs to USTRANSCOM, who will provide all supporting/unified commands and their component consolidation staging points (hubs) used for sustainment. Few sustainment requisitions are TPFDD-programmed as “push”. Non-unit resupply cargo and material being shipped to meet unit requisitions will be moved and tracked using Transportation Control Numbers (TCN) rather than JOPES deployment Unit Line Number (ULN).

b. Movement Standards. The Required Delivery Date (RDD), UMMIPS, or the TPFDD latest-arrival date for TPFDD material, are the standards for determining the success of transportation in meeting mission requirements.

c. Mode Availability. Several modes of transportation are available to support sustainment. These include: military and commercial aircraft, barge, ferry, rail, commercial and organic trucks and pipeline, plus sealift via MSC charter, commercial, or Navy vessels. Land transportation outside the US is usually performed under a Common-User Land Transportation (CULT) system normally managed by the USA.

d. HN Customs Requirements. TOs will ensure cargo transiting through foreign commercial ports complies with HN customs requirements. Every effort will be made to route cargo shipments through to final customer destination. When using commercial companies, use only those which can effect HN customs clearances.

e. Movement of Morale and Welfare Items. Morale, welfare, and gift items from individuals, private and public organizations, and DOD Morale, Welfare, and Recreational Services will normally be moved by the postal system. However, supported CINCs may elect to use the DTS and establish the priority for movement, in conjunction with State Department approval. USTRANSCOM will inform all supporting commands in the event consolidation points are established for movement of high priority mail and other morale items. Army and Air Force Exchange Service items will be shipped IAW CINC priorities and be at a minimum coordinated and tracked.

4. Redeployment.

a. General.

(1) Redeployment operations encompass four phases: recovery, reconstitution, and predeployment activities; movement to and activities at POE; movement to POD; and Joint Reception, Staging, Onward Movement, and Integration (JROS&I). These phases describe the major activities inherent in moving deployed forces and materiel from their current deployed

location through integration into another theater or to the home and/or demobilization station. Redeployment operations are dependent on the supported combatant commander's defined end state, concept for redeployment, or the requirement to support another Joint Force Commander's (JFC) concept of operations.

(2) Redeployment of joint force assets may be required at any point during mission execution. Redeployments are planned and executed based on mission requirements and are normally conducted to reposture forces and materiel in the same theater, to transfer forces and materiel to support another JFC's operational requirements or, most often, to return personnel, equipment, and materiel to the home and/or demobilization station upon completion of the mission. All systems and procedures used during deployment operations will be IAW Joint Publication 3-35. One key difference is that redeployment operations focus on reestablishing joint force readiness in addition to redeployment mission requirements.

b. Planning. Redeployment planning to return a joint force to home and/or demobilization station upon completion of its mission must be an integral and early part of joint force employment planning and should be coordinated with mission termination or transition plans. Moreover, redeployments must be planned and executed in a manner that provides for the timely and efficient return of individuals, units, and materiel to facilitate their use in new contingencies. Recovery and reconstitution should begin immediately after operational employment in order to restore force readiness to the highest state possible prior to redeployment. This ensures that the joint force is fully prepared for the next crisis situation following redeployment.

c. Termination or Transition Considerations.

(1) Operational employment normally ends with termination or transition of the joint force mission. Operations terminate when stated national strategic end state conditions or objectives are achieved. Transition occurs when control of the ongoing mission is transferred to another organization or when a change of mission is brought about by a change in objectives. Regardless of the circumstance, deployed forces begin recovery and reconstitution to prepare personnel and materiel for redeployment after completion of operational requirements. Transition from operational employment to redeployment requires detailed planning and coordination. Deployed forces should strive to complete recovery and reconstitution on-site prior to redeployment, since the redeployment mission may involve support of another JFC's operational requirements or other contingencies. Cessation of hostilities or operations rarely occurs instantaneously. Either as part of the cease-fire or as a result of political negotiations, decisions made concerning the termination of operations, separation of belligerents, withdrawal timetable, and/or residual forces and reserve stocks to remain in the host country will shape the pace and nature of the redeployment.

(2) Transition considerations are based on the current political and military situation when the JFC orders redeployment. Preparation for redeployment is influenced by transition decisions concerning:

(a) Requirements for a residual force or response capability.

- (b) Follow-on occupation, nation-building, or humanitarian missions.
- (c) Protection of the force.
- (d) Alliance and coalition force considerations.
- (e) Availability of intertheater and intratheater mobility assets.
- (f) Applicable HN environmental standards.

(3) After completion of operational requirements, forces move to designated SAs or APOEs and/or SPOEs to begin recovery and reconstitution and to prepare for redeployment. The priority for redeployment preparation is returning the force to optimal readiness while preparing for redeployment. Redeployment preparation includes reorganizing and configuring personnel, equipment, and material for movement, including reestablishing unit integrity and accountability of individuals and equipment prior to redeployment. Operational changes to unit organizations after arrival in the AOR and/or joint AO should be undone prior to redeployment to facilitate return to peacetime activities. Redeploying units, or their parent commands, are responsible for actions at, and support of, redeployment SAs.

(4) SA or APOE and/or SPOE actions include:

- (a) Identifying and separating excess supply stockage and left behind equipment.
- (b) Turning-in excess supply stockage and prepositioned force, equipment, or supplies.
- (c) Reconstituting and cross-leveling supplies and equipment for movement.
- (d) Repacking and loading containers for movement.

d. Preparation for Redeployment. Preparation for redeployment is the first step in returning deployed forces to full operational readiness. Preparation for redeployment includes performing all personnel, supply, and inspection activities necessary to redeploy personnel equipment and materiel and restore the joint force's capability to conduct future operations. Specific personnel, logistics, and inspection activities are described below.

(1) Required redeployment personnel actions are accomplished. Personnel actions may include: medical screening, processing decorations and awards, processing fitness or evaluation reports, and updating or completing personnel and finance records. At the organizational level, units may have to reorganize to increase combat effectiveness until adequate resources are provided to return the unit to full operational capability. Reorganization may include cross-leveling of equipment and personnel, matching operational weapons systems with crews, and/or forming composite units or organizations from attrited units or organizations.

(2) Supplies and materiel critical to recovery and reconstitution are redistributed. Non-unit redeployed equipment and supplies are redistributed according to plans developed by the JS and the Services with input from the combatant commander. Priority of effort is generally

for forces committed to JCS-approved OPLANs. During the redistribution process, procedures must be established for the proper management of hazardous and other waste products.

(3) Sustainment requisitions are terminated for redeploying units. Forces waiting redeployment should consume theater stocks, and material management centers should all review stockage levels and cease requisitioning from the CONUS base, as required.

(4) Retrograde cargo is properly documented in order to maintain property accountability and ITV during the redeployment process. Proper documentation is important for identifying, labeling, and handling all cargo particularly hazardous cargo. Maintaining unit integrity during redeployment is as critical to readiness as it is during deployment. When possible, containerized unit shipments should be shipped with noncontainerized unit equipment. In all cases, ITV of cargo must be maintained to facilitate diversion en route.

(5) The Supported combatant commander will, IAW this regulation, Part V, Department of Defense Customs and Border Clearance Policies and Procedures, ensure that redeploying personnel, equipment, and materiel are in compliance with customs and agricultural requirements for their redeployment destination.

(6) Redeployment TPFDDs are developed to execute the redeployment process IAW JOPES and appropriate Joint Publications. Redeploying forces are tailored and prioritized for redeployment based on the supported commander's intent. Subordinate organizations and component commands must verify unit movement data to the supported combatant commander for redeployment TPFDD validation. USTRANSCOM develops an OPLAN that describes the redeployment strategic movement schedule after receiving the validated TPFDD from the supported combatant commander. USTRANSCOM conducts a transportation feasibility review and coordinates any unresolved transportation conflicts with the supported combatant commander. The end result of this process is a supported combatant commander TPFDD that redeploying forces use to prepare for movement.

(7) Once redeployment begins, force tracking is conducted until the joint force has completed movement through the redeployment pipeline and has emerged at the prescribed destination as a fully mission-capable force. Maintaining unit integrity during redeployment is an important consideration because forces may be diverted en route for another mission. The GTN and Global Combat Support System provide the information systems and decision support tools necessary to track the force during the redeployment process.

e. Redeployment Responsibilities.

(1) Transportation personnel monitor transportation functions. Their primary duties are as follows:

(a) Advise the commanders and staff on all transportation matters and provide technical guidance to the Commander.

(b) Act as the transportation staff link between Commander and the Theater Joint Movement Center (JMC). The JMC is established to coordinate the employment of all means of common user and commercial transportation to support the concept of operations. The JMC

recommends allocation of all transportation resources available to the theater according to the commander's established priorities.

(2) The USTRANSCOM MCC provides information to assist the operations of the theater transportation system.

(3) Detailed planning of redeployment operations in theater is the responsibility of the supported commander and the designated Service component. The supported (theater) commander and/or designated Service component is responsible for:

- (a) Coordinating movements with supporting commands for intratheater and intertheater moves.
- (b) Providing and coordinating movement management services.
- (c) Coordinating movements with allies and the HN.
- (d) Developing the AO movement control policy.
- (e) Preparing the redeployment order.
- (f) Coordinating MHE requirements between deploying units and sources (both commercial and military).
- (g) Assisting Unit Movement Officers (UMOs) with preparing unit movements documents.
- (h) Coordinating highway and air passenger movements.
- (i) Maintaining container accountability.

(4) The deploying unit is responsible for:

- (a) Providing movement requirements to the supporting movement control activities.
- (b) Submitting redeployment documentation for ITV and supporting transportation management, planning, and C2.
- (c) Providing initial Unit Deployment List (UDL) information to the UMO.
- (d) Providing sites for database update.

(5) Actual movement responsibility falls to several commands, one of the principal commands is the Theater Movement Control Agency (TMCA). Its contact with field units is through the supporting Movement Control Team (MCT), at airfields through the Air Terminal Movement Control Team (ATMCT), at railheads through the Rail Movement Control Team and for highways through the Highway Movement Control Team. At both ports and airfields, there

are transportation command personnel with support equipment activities to help in the redeployment process.

f. MCTs. The MCTs' duties and functions will depend on the immediate situation. These duties may include the following:

- (1) Receiving and coordinating transportation requirements.
- (2) Selecting the mode (air, rail, inland waterway, or highway) for unprogrammed moves.
- (3) Maintaining communication with the transport services, shippers, receivers, and HN transportation resources.
- (4) Keeping a status of and advising the commander or theater MCCs on the following:
 - (a) Activities' capabilities to ship and receive.
 - (b) Location of units and support activities.
 - (c) Availability of modes of transport.
 - (d) Asset use capacity (the percentage of route capacity and transport capacity being used) and trends.
 - (e) General transportation movements situation in their areas.
- (5) Receiving, processing, and forwarding requests and replies to requests for movement over controlled routes.
- (6) Reporting requirements.
- (7) Scheduling traffic on controlled routes according to the commander's priorities.
- (8) Regulating movements by granting or denying clearances to local activities.

g. Site Movement Coordinator. A site movement coordinator, designated by the command, is the commander's representative who oversees unit movements and associated cargo from the designated SA to the POE. The site movement coordinator establishes a deployment Automated Information System (AIS) host facility. The site movement coordinator also assists the UMO and TMCA in determining and reporting movement requirements needed to clear the site. In some cases, the site movement coordinator is also an intermediate command level UMO.

h. Intermediate Command-Level Movement Officer. The intermediate command level movement officer coordinates movement planning guidance for subordinate units and unit movement requirements and provides recommendations to enhance overall movement planning and execution.

- i. UMO. The UMO should perform the following:
 - (1) Prepare and maintain unit movement plans.
 - (2) Update and maintain unit movement documentation.
 - (3) Coordinate operational and logistical movement requirements.
 - (4) Coordinate with the TMCA representative for external unit movement support of personnel and equipment.
 - (5) Prepare and submit redeployment UDL.
 - (6) Obtain and distribute military shipment labels.
 - (7) Ensure HAZMAT training has been accomplished prior to deployment.

- j. Unit Load Teams

(1) Unit load teams are responsible for preparing vehicles for shipment. This includes the following:

- (a) Securing classified or protected sensitive equipment.
- (b) Weighing and marking equipment for shipment by air or rail.
- (c) Stenciling cargo.
- (d) Properly placing military shipment labels.
- (e) Affixing documents.
- (f) Protecting fragile components.

(2) Unit load teams also drive the unit's vehicles and deliver palletized ammunition and other hazardous cargo.

k. Liaison Teams. The liaison teams represent the command at POEs. These teams assist in resolving movement challenges and aid in outloading unique equipment. They are knowledgeable on the personnel and cargo transiting the site. The liaison teams perform the following:

- (1) Correct deficiencies.
- (2) Coordinate logistics and administrative support challenges of redeploying units.
- (3) Assist port or airfield support personnel in directing unit movements.
- (4) Provide electronic documentation for onward movement for ITV.

l. Supercargoes. Supercargoes are personnel designated by a deploying unit, on orders, to accompany, secure, and maintain unit cargo onboard a vessel. They provide maintenance and liaison during cargo reception at the SPOE, vessel load and sea operations, agricultural and customs clearances, and SPOD port operations. See Appendix S for more information on supercargoes.

m. Customs and Agriculture Clearance.

(1) Overall customs and border clearance policy and procedures can be found in this regulation, Part V, Department of Defense Customs and Border Clearance Policies and Procedures.

(2) Although it is not the policy of the US Customs Service (USCS) and United States Department of Agriculture (USDA) to preclear cargo and passengers returning to the Customs Territory of the United States (CTUS) under normal day-to-day circumstances, a preclearance program is available for redeployments from major exercises or contingencies. If the supported command determines that preclearance of redeploying cargo and passengers will enhance mission effectiveness, the procedures outlined in this regulation, Part V, Chapter 505, Agriculture Cleaning and Inspection Requirements, and Chapter 506, United States Customs Service Pre-Clearance Program, must be followed.

(3) If the preclearance program is not used, customs clearance must be performed at an established CTUS port of entry. This port of entry may be a Regular or Special Foreign Clearance Base, an international commercial airport or seaport of entry, or any other airport or seaport where a Federal Inspection Service capability exists or can be arranged on an exception basis.

(4) On any deployment or redeployment, all cargo, containers, baggage, vehicles, and other equipment must be clean (free of soil and pest infestation), regardless of whether preclearance is performed outside the CTUS or not. Detailed instructions for the cleaning of equipment can be found in the Armed Forces Pest Management Board Technical Information Memorandum No. 31, Contingency Retrograde Washdowns: Cleaning and Inspection Procedures. This document is available on the following web site URL: <http://www.afpmb.org/pubs/tims/tim31.htm>.

n. Redeployment Process. Supported CINCs establish redeployment operations taking the following factors into account:

- (1) CJCS residual force mission statement.
- (2) CJCS requirements to reconstitute a response capability.
- (3) Political negotiations and other theater needs.
- (4) Occupation/nation building/humanitarian missions.
- (5) Establishments of Army Reserve stocks in AO.

(6) Security of the force.

(7) Constraints of Reserve Component forces and individuals in theater.

(8) Redeployment requirements and considerations.

(9) An important aspect of redeployment is the restoration of any environmental violations committed by US Forces. During major federal actions abroad, US Forces will comply with all regulations and standards, including SOFAs, treaties, and international agreements. In addition to any reclamation that may be required, planning considerations must be given for the removal of HAZMAT that was deployed to the host country or created during operations in the host country. Further environmental information can be found in Army Regulation (AR) 200-1, Environmental Protection and Enhancement and AR 200-2, Environmental Effects of Army Actions.

(10) Ammunition will be palletized and shipped separately from unit equipment. It will be inspected for serviceability and hazards and recreated before redeployment. All explosive safety standards for peacetime will be met. This is a major project that requires a combined effort by the US Army Materiel Command and redeploying forces.

(11) Some materiel already on requisition when hostilities cease will not be required in the theater, or some categories of supplies will not be needed in the quantity requested. To the extent possible, units should use theater stocks. If no longer needed, cancel requisitions previously submitted for supplies. Supplies in-transit may be diverted to other destinations throughout the world or to the CONUS. Materiel and movement managers need to closely monitor this situation. Material management centers must change the Department of Defense Activity Address Code (<https://daynt6c.daas.dla.mil/webdodaac/dodaac.htm>) “ship to” addresses for redeploying units.

(12) Accurate automated documentation is required for redeployment. Properly prepared and accurate UDL entries into AIS will enable seaport operators to prepare accurate vessel manifests at the SPOE. Successful shipping operations depend on the accuracy of vessel manifests and delivery of all equipment in order for MTMC to successfully plan the off-load and follow-on transportation requirements at the SPOD.

(13) Redeployment Phases. The strategic redeployment process has four phases. The procedure begins after combat reconstitution when the force closes on the Tactical Assembly Area (TAA) to begin the redeployment sequence.

(a) Phase I – Recovery and reconstitution and pre-deployment activities. Forces that no longer have a battlefield mission move back to designated TAAs. Commander’s actions include the following:

- 1 Reconstituting the unit.
- 2 Identifying excess materiel.
- 3 Coordinating customs inspections.

- 4 Cross-leveling personnel and materiel.
- 5 Consolidating supplies for movement.
- 6 Reconciling Unit Movement Data (UMD).
- 7 Requesting movement instructions from responsible movement control agencies.
- 8 Initiating personnel actions.
- 9 Upon receipt of movement instructions; forces, individuals, and materiel are moved to the SAs. At the SA, the commander completes activities that could not be accomplished at the TAA. These activities include the following:
 - a Moving forces, individuals, and materiel to the SA by order of TMCA/equivalent level of command.
 - b Conducting wash down procedures.
 - c Packing and containerizing equipment and supplies.
 - d Affixing placards.
 - e Finalizing UMD and UDL.
 - f Preparing movement documentation and affixing military shipment labels.
 - g Conducting any activities not concluded in the TAA to include supply and maintenance actions, palletization, and marking.
- 10 The redeployment sequence is based on theater constraints and supported CINC's priorities. Intermediate steps and actions may be required to supplement TAA and SA movement, to include further defining SA activities by establishing a final POE SA.
 - (b) Phase II - Movement to and activities at the POE. TMCA or the equivalent level of command provides electronic and hard copy data and manifest movement instructions to move forces to the POE for final processing for strategic movement. The TMCA/equivalent level of command calls forward units according to the redeployment TPFDD.
 - (c) Phase III – Movement to POD. This phase begins with wheels-up for aircraft or passage of the last marker buoy for vessels departing the SPOE. It concludes with arrival at the POD.
 - (d) Phase IV – JROS&I. This phase begins with arrival at the POD and concludes with the departure of equipment/materiel after the final US agriculture and customs clearance from POD authorities. MTMC controls onward movement of forces/materiel from the PODs according to the redeployment TPFDD and AIS/shipping documentation. The assigned

port commander/transportation terminal unit commander and the designated Major Command receiving the forces develop a reception plan for arriving forces. When possible, commanders send advance parties to assist in coordinating the orderly processing of redeployment forces. Reporting requirements are critical throughout this phase to ensure units are properly tracked en route from reception/marshalling areas.

1 The onward movement process begins with the reconfiguration of equipment and materiel within the port SA and at designated marshalling sites. It concludes with arrival at final destination. Major Command representatives should conduct a visual inspection of convoying equipment while in the marshalling area. Equipment requiring safety and maintenance deficiency corrections should be diverted to the supporting maintenance activity if not repairable on site.

2 The supporting installation's commander is responsible for the health, welfare, and support of arriving forces and for assisting with their onward movement. In this capacity, the commander sustains the forces and the individuals until they arrive at their destinations. This may require assisting the units in obtaining transportation to their final destinations.

o. Redeployment Activities

(1) Depending upon the mission, the strategic redeployment process, and the size of the redeploying force, the AO capabilities may require up to three theater nodes: the TAA, SA, and POE. The process begins after combat reconstitution when the force closes upon the TAA. The force requests the transportation agency to provide movement authorization to move from the TAA to the SA. Based on the TPFDD and queuing in the redeployment process flow, the theater MCC directs the force and coordinates the movement of forces.

(2) Commanders at POEs ensure deploying unit equipment is ready for upload. Among the activities performed are the following:

- (a) Assembling equipment for load.
- (b) Conducting inspection between unit and port operators.
- (c) Assisting in correcting equipment deficiencies.
- (d) Providing drivers for all types of equipment.

(3) At airfields, the Departure Airfield Control Group (DACG) provides liaison contact with the Air Force. This group coordinates and controls on-loading at the airfield, assembles personnel and equipment for aircraft load, and loads personnel and equipment. Personnel generally travel by air and equipment travels by sea. The DACG ensures the users have correct documentation to include manifesting of cargo and personnel.

(4) At seaports, the unit's Port Support Activity (PSA) coordinates and assists the port operator in receiving, processing, and loading the unit's equipment. Unit equipment is normally called forward to the port SA before loading.

(5) When packing up unit equipment, UMOs ensure customs officials observe the packing process and attach a seal of approval. They consolidate items whenever possible. Using pallets or containers will minimize pilferage or theft and save valuable space on ships. UMOs ensure vehicles are reduced to the proper configuration.

(6) Vehicles and related equipment must be totally cleaned by the owning command or adjacent units. No vehicles with fluid leaks or drips are allowed on aircraft or vessels. These deficiencies are a safety hazard and can cause damage to the airframe, vessel, or crew. Any vehicle arriving at the loading ramp with visible signs of defects will be returned for repair or sealing. Absolutely no waivers will be granted.

(7) Unit deployment data must be correctly entered into AIS before moving from SAs. Load planning, cargo manifesting, and documentation help ensure a smoother flow throughout redeployment. To assist in a smooth, fast redeployment operation, units should obtain a copy of their UDLs on disk prior to deployment and use that data as a template or start point for redeployment. To enhance the process and to help reduce confusion, UMOs must ensure that all unit equipment or containers have the proper documentation. If equipment arrives at the APOE or SPOE without customs documentation and seals, equipment will be classified as frustrated cargo and held until unit representatives correct the deficiencies. An overview of general requirements in the redeployment process is as follows:

(a) Documentation for pallets, crates, QUADCONs, Container Express (CONEXs), Flatracks, MILVANs, and SEAVANs must include packing lists in six copies, a shipping label, and any special handling data certification forms.

(b) MILVANs and SEAVANs are not owned by the unit and cannot be stenciled. However, a DD Form 1387, Military Shipment Label (Figure 301-4), should be attached to the door and to the side of the container.

(c) Regardless of the cargo, the proper placement of military shipment labels is an essential part of the documentation required for successful redeployment. Units must ensure shipment labels are accurate and are properly placed on all equipment. Shipment labels contain TCN codes (see Appendix Z) and data needed to match labels and equipment. Two identical bar code labels are attached to each piece of equipment cargo. One is attached to the left front of each vehicle and the other on the left side door. For containers, crates, pallets, and loose pieces, the labels are placed on adjacent sides. Incorrect placement of labels may result in incorrect entry of data into the UDL and AIS that will result in untimely and unnecessary delays.

(d) Passengers will be required to complete a DD Form 1854, US Customs Accompanied Baggage Declaration (Figure 301-5), provided by the carrier of the aircraft and will go through border clearance procedures at the first US port of entry.

(e) When transporting war trophies, a DD Form 603, Registration of War Trophy Firearms (Figure 301-6) must be filled out at the marshalling area. Customs Form 4455, Certificate of Registration (Figure 301-7) is required for personal firearms.

(f) The unit assembly area is where preparing equipment and cargo for transport begins. The success of the redeployment process depends on successful preparation. All equipment needing repair must be fixed before leaving the unit assembly area.

(g) After the unit has properly prepared all equipment for shipment by sea or air, it is assembled in the SA for further processing. (Units must ensure all hazards are removed from equipment. This includes such things as explosives and ammunition without the proper authority for movement.)

(h) Commanders must ensure that equipment is cleaned thoroughly, and should pay particular attention to tire treads and wheel wells. Failure to meticulously clean redeploying equipment could result in the introduction of microorganisms or diseases into the US, which could have significant consequences. All equipment will undergo inspection by customs and USDA officials. Cargo or equipment that fails to pass inspection will be deemed frustrated and pulled from the line. The deficiency will have to be corrected after which the entire process begins again.

(i) Unit personnel must secure internal loads to prevent shifting and damage. They weigh and mark all equipment redeploying by air. They also ensure all placards and convoy numbers are in place and prepare and place correct movement documentation on all equipment.

(j) All vehicles and major equipment must be marked with a DD Form 1750, Packing List (Figure 301-8)/DA Form 5748-R, Shipment Unit Packing List and Load Diagram (Figure 301-9), in six copies if a vehicle has containerized internal loads, and a special handling data certification.

NOTE: DA Form 5748-R is an authorized substitute document for DD Form 1750. Refer to 49 CFR and AFJM 24-204/TM 38-250/MCO P4030.19G/NAVSUP Pub 505/DLAI 4145.3 for more information.

(k) In addition to customs acceptance of equipment, customs inspectors at the POE inspect personnel and baggage documentation. The aircraft commander must complete a Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health (Figure 301-10).

(l) Units must ensure that their vehicles and equipment have stenciled on them, in two-inch letters, the Unit Identification Code and Shipment Unit Number for vehicles, QUADCONs, or pallets. Cross-leveling will be completed at the TAA. Here all equipment is checked for proper packing/securing of internal loads, for correct documentation and seals, for removal of all ordnance, for serviceable lifting shackles on all vehicles, for correct fuel levels, and for such maintenance and safety concerns as properly operating lights, brakes, and correct fluid levels. Equipment will also be checked for proper marking and weighing data, placement of placard and warning signs, shipping labels, and proper documentation of vehicles and equipment, pallets, crates, MILVANs, SEAVANs, QUADCONs, and accompanied baggage.

(m) Individual personnel not moving under a TPFDD ULN may be coordinated for movement by their parent unit through an MCC representative based on supported CINC

guidance. Individual redeploying personnel remain under the administrative/logistical control of the parent unit until redeployed. In all cases, the primary method of redeployment is based upon the TPFDD process, identified by ULN. Other methods of deploying cargo and personnel not scheduled for redeployment with the main body should be done through established procedures by requesting additional ULN allocation through the JOPES procedures or on an exception basis by signing over cargo for later strategic lift with units moving to the same destination.

(n) The unit is responsible for actions at and in support of the redeployment. This includes completing all supply actions, identifying redeploying assets by mode, and preparing cargo for movement. The UDL is updated for redeployment.

(o) The TA is responsible for movement of forces into the SA and actions at and in support of the SA. This includes all predeployment preparation not conducted in the TAA, final changes to the UDL, and final unit predeployment equipment preparation. A final sterile area may be required by the theater. The redeployment order will specify if and how a sterile area will be used. The sterile area is a location near the POE for controlled holding of customs-cleared cargo. The TMCA will call units forward from the sterile area.

(p) The marshalling area is the final site en route for redeployment in which the unit has responsibility for unit equipment. This site is outside the APOE or SPOE to help control congestion and confusion as well as to provide adequate space for sorting equipment and personnel. Depending on available space at the port, it may be the same location as the SA. Here all external equipment surfaces are cleaned and inspected by customs and all cargo, vehicles, and equipment are placed in chucks for onward movement. Once equipment is placed at the marshalling area, drivers can return to their parent units and HN assets can be turned in.

(q) The next processing area is the SA SPOE and the alert holding area for the APOE. This equipment is jointly inspected at this site. Port personnel inspect equipment being shipped by vessel, and personnel and DACG inspect equipment going by air. Following inspection, the port commander or the DACG assumes control. Customs personnel conduct a final inspection of equipment prior to loading at the POEs. Port or airfield personnel position equipment for upload onto vessels or aircraft. The equipment and personnel are then placed in sterile areas and not permitted to depart.

NOTE: It is possible that unit personnel may be required to assist in the loading process. If this should occur, unit personnel should follow the instructions of the Officer in Charge (OIC)/Noncommissioned Office in Charge (NCOIC) of the port or airfield operation.

(r) At the APOE, the call forward area requires joint inspections (JI). After the JIs have been completed, unit equipment will be marshaled to the ready line and chalked for aircraft loading. As the equipment is called forward and loaded onto the aircraft, the Air Force assumes responsibility for unit equipment.

(s) At the SPOE, the port commander will assume responsibility for unit equipment at the SA. Personnel and cargo manifests are reviewed for accuracy and corrections are made.

(t) After loading onto strategic lift, unit equipment and cargo responsibility is transferred from the port commander to the vessel master or from the unit commander to the aircraft commander.

p. CONUS POD Operations

(1) USCS and USDA inspectors check, approve, and issue customs and agriculture clearances. Personnel and equipment manifests are received. Stevedores or TALCE personnel then process the inbound shipment and clear the POD. The port SA is the initial CONUS off-load site. Equipment may be held pending onward movement.

(2) From the port SA, unit representatives will assume responsibility for unit equipment and move it to a unit marshalling area. Unit personnel reconfigure equipment for continued movement to the supporting installation or Health Services (HS). UMOs are responsible for coordinating the return of all personnel and equipment with the supporting TO for movement back to demobilization stations, equipment concentration sites, or HS. This includes preparing necessary convoy clearances and obtaining approval for throughput to HS. Vehicle maintenance teams will prepare vehicles for convoys. Rail or commercial highway representatives will be on hand while the PSA uploads equipment for commercial transport.

F. CONUS MILITARY INSTALLATION MATERIEL OUTLOADING AND RECEIVING CAPABILITY REPORT

1. Purpose. This report prescribes procedures for submitting data on the capabilities of designated CONUS military installations to outload and receive materiel. This includes movement by rail, motor, and container under peacetime, mobilization, and deployment conditions. These data will be used by MTMC to plan and analyze the outloading and receiving capability of installations during peacetime and during mobilization and deployment. For preparation and form submission instructions see Appendix Y.

2. Applicability. This report applies to the Active Components of the Army, Navy, Air Force, and Marine Corps, the DLA and the National Guard Bureau. This report does not apply to the Reserve Components of each Service.

3. Supplementation. Local supplements to this report are permitted. If supplements are issued, a copy, will be furnished to:

a. Commander, Military Traffic Management Command (MTMC), ATTN: MTOP-PRS, Hoffman Bldg II, 200 Stovall Street, Alexandria, VA 22332-5050.

b. The Service or Agency HQ.

4. Interim changes. Interim changes to this report are not official unless they are authenticated by The Adjutant General, Headquarters, Department of the Army. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

5. Suggested Improvements. The proponent agency of this report is MTMC. Users are invited to send comments and suggested improvements directly to the Commander, MTMC, ATTN: MTOP-PRS, Hoffman Bldg. II, 200 Stovall Street, Alexandria, VA 22332-5050.

6. Responsibilities.

a. Heads of the Army, Navy, Air Force, and Marine Corps; Director DLA; and Chief National Guard Bureau. These individuals will:

(1) Select the CONUS military installations for which materiel outloading and receiving capability data will be developed and reported to MTMC.

(2) Select military installations for peacetime and mobilization movement, re-supply, and ammunition requirements from activities where units re-supply in support of OPLANs originate.

(3) Advise MTMC (MTOP-PRS) of any change in the installations required to submit the report.

(4) Report all active and inactive installations that will have a mobilization mission during the first 180 days of mobilization.

(5) Develop, review, and submit to MTMC the outloading and receiving capability reports for select installations according to this regulation.

(6) Update installation materiel outloading and receiving capability as required by Paragraph F.7, this Chapter.

b. Commander, MTMC. The Commander, MTMC will use the reported data to:

(1) Plan mobility movements for the Services and DLA such as:

(a) Operation plan movement feasibility analyses.

(b) Mobilization movements.

(c) Program deployment analyses.

(2) Report installation shortfalls to the Services, DLA, and the National Guard Bureau.

(3) Identify early surge and mobilization capabilities critical to materiel outloading and receiving.

7. Submission Instructions. Instructions for submitting DD Form 1726, CONUS Military Installation Materiel Outloading and Receiving Capability Report are as follows:

a. Annual report. The DD Form 1726 will:

(1) Be prepared each year.

(2) Cover the period ending 31 December.

(3) Be forwarded to the Commander, MTMC, ATTN: MTOP-PRS, Hoffman Bldg. II, 200 Stovall Street, Alexandria, VA 22332-5050 (Commercial 703 428-3251, DSN 761-3251), by 10 February of the following year. If 10 February falls on a non-duty day, the report is due the very next duty day. A copy will be sent to the Service or Agency.

(4) A second option for submitting the annual report is electronically. The report will be sent to HQ MTMC at pat.fisher@mtmc.army.mil with a copy sent to Service or Agency HQ.

b. Addition and change reports. The DD Form 1726 will be submitted for addition and change reports:

(1) Within 30 days of activation of an installation.

(2) For an installation whose existing capability exceeds a 10-percent variance in any reporting block from the previous report.

RECORD OF EMERGENCY DATA				
PRIVACY ACT STATEMENT				
<p>AUTHORITY: 10 USC 1475 to 1480 and 2771, 38 USC 1970, 44 USC 3101, and EO 9397, November 1943 (SSN).</p> <p>PRINCIPAL PURPOSES: This form is used to designate beneficiaries for certain benefits in the event of the servicemember's death. It is a guide for the disposition of that member's pay and allowances if captured, missing or interned. It also shows names and addresses of the person(s) the servicemember desires to be notified in case of emergency or death. The purpose of soliciting the SSN is to provide positive identification.</p> <p>ROUTINE USES: None.</p> <p>DISCLOSURE: Voluntary; however, failure to provide personal identifier information may delay notification of the servicemember's status or may handicap processing of benefits to designated beneficiaries.</p>				
INSTRUCTIONS TO SERVICEMEMBER				
<p>This extremely important form is to be used by you to show the names and addresses of your spouse, children, parents, and any other person(s) you would like notified if you become a casualty, and, to designate beneficiaries for certain benefits if you die. IT IS YOUR RESPONSIBILITY to keep your Record of Emergency Data up to date to show your desires as to beneficiaries to receive certain death payments, and to show changes in your family or other dependents listed; for example, as a result of marriage, civil court action, death, or address change. Regarding your designation in Item 11, "Allotment if Missing" (if used by your Service), please read the following</p>			<p>statement carefully, and sign on the line provided:</p> <p style="text-align: center;">I fully understand that, if I am captured, missing, or interned, my designation of allotments to dependents from my pay and allowances serves only as a guide to the Secretary of my Service. The Secretary may alter my designated allotment in the best interests of myself, my dependents, or the United States Government.</p>	
<p>(Signature of Servicemember)</p>				
1. NAME (Last, First, Middle)	2a. SSN	b. INITIAL (To indicate valid SSN)	3a. SERVICE	b. REPORTING UNIT CODE DUTY STATION
4a. SPOUSE NAME	b. ADDRESS (Include ZIP Code)			
5. CHILDREN a. NAME	b. RELATIONSHIP	c. DATE OF BIRTH (YYYYMMDD)	d. ADDRESS (Include ZIP Code)	
6a. FATHER NAME	b. ADDRESS (Include ZIP Code)			
7a. MOTHER NAME	b. ADDRESS (Include ZIP Code)			
8a. DO NOT NOTIFY DUE TO ILL HEALTH	b. NOTIFY INSTEAD			
9a. BENEFICIARY(IES) FOR DEATH GRATUITY (If no surviving spouse or child)	b. ADDRESS (Include ZIP Code)			c. PERCENTAGE
10a. BENEFICIARY(IES) FOR UNPAID PAY/ ALLOWANCES	b. ADDRESS (Include ZIP Code)			c. PERCENTAGE
11. ALLOTMENT DESIGNEE/PERCENTAGE IF MISSING (Subject to Secretarial determination)				
12. INSURANCE (SGLI and other Insurance Companies/Policy Numbers)	a. SGLI (Optional Service Use) <input type="checkbox"/> MAXIMUM <input type="checkbox"/> NO <input type="checkbox"/> OTHER (Amount) _____		b. INSURANCE COMPANIES/POLICY NUMBERS	
13. CONTINUATION/REMARKS				
14. SIGNATURE OF SERVICEMEMBER (Include rank, rate, or grade)	15. SIGNATURE OF WITNESS (Include rank, rate, or grade)		16. DATE SIGNED (YYYYMMDD)	

DD FORM 93, AUG 1998 (EG)

PREVIOUS EDITION MAY BE USED.

Designed using Perform Pro, WHS/DIOR, Aug 98

Figure 301-3. DD Form 93, Record of Emergency Data

INSTRUCTIONS FOR PREPARING DD FORM 93	
<i>(See appropriate Service Directives for supplemental instructions for completion of this form at other than MEPS)</i>	
<p>All entries explained below are for electronic or typewriter completion, except those specifically noted. If computer or typewriter is not available, print in black or blue-black ink insuring a legible image on all copies. Include "Jr.," "Sr.," "III" or similar designation for each name, if applicable. When an address is entered, include the appropriate ZIP code. If the member cannot provide a current address, indicate "unknown" in the appropriate item. Addresses shown as P.O. Box Numbers or RFD numbers should indicate in Item 13, "Continuations", a street address or general guidance to reach the place of residence. In addition, the notation "See Item 13" should be included in the item pertaining to the particular next of kin. If the address for the person in the item has been shown in a preceding item, it is unnecessary to repeat the address; however, the name must be entered. When the space for a particular item is insufficient, insert "See #13" and continue the information in Item 13. Also see preparation instructions for Item 13.</p>	
ITEM 1. Member's full last name, first name, middle name.	ITEM 9b. Enter beneficiary(ies) full mailing address to include the ZIP Code.
ITEM 2a. Member's social security number (SSN).	ITEM 9c. Show the percentage to be paid to each person if two or more beneficiaries are designated. The sum shares must equal 100 percent. If no percent is indicated and more than one person is named, the money is paid in equal shares to the persons named.
ITEM 2b. Member's initials in ink, verifying SSN accuracy.	ITEM 10a. Enter first name(s), middle initial, last name(s) and relationship of person to receive unpaid pay and allowances at the time of death. The member may indicate anyone to receive this payment. If the member designated two or more beneficiaries, state the percentage to be paid each in item 10c. If the member does not wish to designate a beneficiary, enter "None." The member is urged to designate a beneficiary for unpaid pay and allowances as payment will be made to the person in order of precedence by law (10 USC 2271) in the absence of a designation.
ITEM 3a. Service. Use standard one-letter Service code (A - Army, F - Air Force, N - Navy, M - Marine Corps).	ITEM 10b. Enter beneficiary(ies) full mailing address to include the ZIP Code.
ITEM 3b. Reporting Unit Code/Duty Station. Army/Air Force/Navy - see Service Directives. Marine Corps - MEPS enters Monitored Command Code (MCC) to which the member will be assigned.	ITEM 10c. If the member designated two or more beneficiaries, state the percentage to be paid each in this section. The sum shares must equal 100 percent.
ITEM 4. First name, middle initial, maiden name (if applicable), and address of spouse. If member is single, divorced, or widowed, so state.	ITEM 11. First name, middle initial, last name, relationship, and address of dependent(s) the member designates to receive an allotment of pay if missing, captured, or interned. This allotment may be initiated by the Service Secretary or his designee in the event the member enters a missing status. This item may be left blank. If member designates two or more allottees, state the percentage to be paid to each. The sum shares need not equal 100 percent, but may not exceed 100 percent. NOTE: Designations made in Item 11 are used as a guide by the Service Secretary or designee in establishing, changing, or discontinuing an allotment in the interest of the member (37 USC 551-558). The final decision rests with the Service Secretary or designee.
ITEM 5. First name, middle initial, last name (only if different from member's), relationship to member, and date of birth of all children. If none, so state. Include illegitimate children if acknowledged by member or paternity/matrimony has been judicially decreed. Indicate relationship, for example: 03 - son, 04 - daughter, 13 - stepson, 14 - stepdaughter, 33 - adopted daughter, 34 - adopted son. Sample entries: Mary A./04/19650704; Donald E. Jones/13/19630102. For children not living with the member's current spouse, include address and name and relationship of person with whom residing.	ITEM 12. Insurance information. a. Serviceman's Group Life Insurance (SGLI). Not applicable for Marine Corps and Air Force members. NOTE: Completion of this item does not constitute a SGLI election or designation or beneficiary(ies). Indicate, by entering an "X" in the appropriate block, the member's SGLI election (as stated in VA Form 29-8286). For Navy members, on the next line, enter, as appropriate, either: "Bene Desig filed (YYYYMMDD)," or "Bene Desig not filed." b. Insurance companies/policy numbers. Enter full name of all commercial life insurance companies to be notified in case of death. Enter policy number if member desires; this expedites settlement of claims.
ITEM 6. First name, middle initial, last name, and address of father. If unknown or deceased, so state. Include civilian title or military grade if applicable. If other than natural father is listed, indicate relationship.	ITEM 13. Continuations/remarks. Use this item for remarks or continuation of other items, if necessary. Prefix entry with the number of the item being continued; for example, 5/John J./03/19451220/321 Pecan Drive, Schertz TX 78151. Also use this item to list name, address, and relationship of other persons the member desires to be notified. Other dependents may also be listed.
ITEM 7. First name, middle initial, last name, and address of mother. If unknown or deceased, so state. Include civilian title or military grade if applicable. If other than natural mother is listed, indicate relationship.	ITEM 14. Member's signature. Have the member check and verify all entries and sign all copies in ink as follows: First name, middle initial, last name. Include rank, rate, or grade.
ITEM 8. Persons not to be notified due to ill health. a. List relationship, e.g., "Mother," of person(s) listed in Items 4, 5, 6, or 7 who are not to be notified of a casualty due to ill health. If more than one child, specify, e.g., "daughter Susan." b. List relationship, e.g., "Father" or name and address of person(s) to be notified in lieu of person(s) listed in item 8a.	ITEM 15. Signature of witness. Have a witness (disinterested person) sign all copies in ink as follows: First name, middle initial, last name. Include rank, rate, or grade.
ITEM 9a. Enter first name(s), middle initial, last name(s) and relationship of person to receive the 6 months' gratuity pay if there is no surviving spouse or child at the time of death. Only parents (including a person in loco parentis status) and brothers and sisters (including those of half-blood and those through adoption) may be designated. Loco Parentis means any person(s) who acted in place of the member's parent(s) for a period of not less than one year at any time before the member entered on active duty. If brothers or sisters are designated, show date of birth (YYYYMMDD). Enter "None" if the member has no eligible beneficiary. No benefit can be paid in that instance (10 USC 1477). Also enter "None" if the member does not wish to designate a beneficiary. Payment is then made in the order of precedence established by law. The member should make specific designations, as it expedites payment.	ITEM 16. Date the member signs the form. This item is an ink entry and must be completed by the member on four copies.

DD FORM 93 (BACK), AUG 1998

Figure 301-3. DD Form 93, Record of Emergency Data (Cont'd)

MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. <i>(This piece)</i>	11. RDD
	12. CUBE <i>(This piece)</i>	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999

PREVIOUS EDITION IS OBSOLETE.

Figure 301-4. DD Form 1387, Military Shipment Label

US CUSTOMS ACCOMPANIED BAGGAGE DECLARATION					
DATA REQUIRED BY THE PRIVACY ACT OF 1974					
AUTHORITY: 19 U.S.C. 1498		PRINCIPAL PURPOSE: To declare shipments of household goods, unaccompanied baggage, and privately owned vehicles for which free entry is claimed. Section A - Owner customs declaration for type of shipment and reason for shipment. Section B - Military Customs Inspector certifies that property has been inspected/examined and provides customs inspector's stamp.			
ROUTINE USES:		(1) Use of your Social Security Number is proof of identification that person processing through Customs is not an impostor and also assist in criminal prosecution if contraband or undeclared articles, for which Customs fees are due, are found in shipment. (2) Origin transportation officer and military customs inspector retain copies as proof that shipment has been properly processed. Copies are destroyed when no longer required.			
DISCLOSURE:		DISCLOSURE OF YOUR SSN IS VOLUNTARY. HOWEVER, FAILURE TO PROVIDE YOUR SSN AND OTHER REQUESTED PERSONAL INFORMATION MAY CAUSE DELAY IN PROCESSING THROUGH CUSTOMS, PENDING POSITIVE IDENTIFICATION.			
1. FLIGHT NUMBER OR VESSEL NAME		2. PLACE OF ARRIVAL, US		4. NO. OF PIECES OF BAGGAGE	
		3. DATE OF ARRIVAL (Day, Month, Year)		CHECKED	
				HANDCARRIED	
				TOTAL	
5. NAME (Last, first, middle initial)		6. GRADE/RANK		7. SOCIAL SECURITY NUMBER	
8. UNIT ADDRESS OVERSEAS (Include APO number)		9. ADDRESS IN US (Include ZIP Code)			
10. PERSON(S) ON THIS DECLARATION (Check applicable boxes) <input type="checkbox"/> MILITARY <input type="checkbox"/> MILITARY DEPENDENTS <input type="checkbox"/> CIVILIAN <input type="checkbox"/> CREW MEMBER		11. TOTAL NUMBER OF PERSONS COVERED BY DECLARATION			
STATUS FOR RETURN (Check one box in either A or B)					
a. EXTENDED DUTY PCS PERSONNEL AND OTHERS ENTITLED TO PL 89-436 <input type="checkbox"/> COMPLETED ASSIGNMENT - 140 DAYS OR MORE <input type="checkbox"/> COMPLETED ASSIGNMENT - LESS THAN 140 DAYS <input type="checkbox"/> OTHER <small>Complete items 13, 15 and 16 only. See instruction 2 on reverse before completing item 15. Also, a copy of your orders.</small>			b. LEAVE, TDY AND TOURIST PERSONNEL ONLY <input type="checkbox"/> LEAVE <input type="checkbox"/> TDY <input type="checkbox"/> TOURIST <small>Complete items 14, 15 and 16 only. See instructions 3 and 4 on reverse before completing item 15.</small>		
13. DATE OVERSEAS TOUR WHICH I AM NOW COMPLETING BEGAN			14. DATE OF LAST EXEMPTION UPON ENTERING THE UNITED STATES FROM A FOREIGN COUNTRY (Day, Month, Year)		
15. COMPLETED BY DECLARANT			18. FOR CUSTOMS USE ONLY		
DESCRIPTION OF ARTICLES <small>(See instruction 2, 3, or 4 on reverse)</small>		VALUE OR COST	TARIFF DESCRIPTION	RATE	DUTY
TOTAL VALUE			TOTALS		
16. ARE YOU OR ANYONE IN YOUR PARTY CARRYING OVER \$5000.00 IN COIN, CURRENCY, OR MONETARY INSTRUMENTS? <input type="checkbox"/> YES <input type="checkbox"/> NO			19. DUTY COLLECTED \$		
17. DECLARATION: I declare that the above list of items includes all items which I (we) have acquired abroad and is in my possession. SIGNATURE OF DECLARANT AND DATE			20. INTERNAL REVENUE TAX COLLECTED \$		
			21. TOTAL DUTY AND IRTY COLLECTED \$		
			22. CUSTOMS RECEIPT (CF 5104) NUMBER		
			23. CUSTOMS INSPECTOR'S SIGNATURE AND DATE		

DD Form 1854, APR 77 (EG) REPLACES DD FORM 1854, 1 OCT 72, AND DD FORM 1854 (PAS) 26 SEP 75, WHICH ARE OBSOLETE.
Designed using Perform Pro, WHS/DIOR, Sep 94

Figure 301-5. DD Form 1854, US Customs Accompanied Baggage Declaration

INSTRUCTIONS; EXPLANATION OF EXEMPTION; RESTRICTED AND PROHIBITED ITEMS

1. **GENERAL.** This form is to be used by all persons (*passengers, military crew members, etc.*) entering the United States on a vessel or aircraft operated by or for the Department of Defense.

2. **TERMINATION OF EXTENDED DUTY ABROAD (EXEMPTION AUTHORIZED BY PL 89-436).** a. This public law authorizes military personnel and civilian employees of the US Government, and their accompanying dependents returning to the US under competent orders or instructions at the close of an extended assignment outside the territorial limits of the US, free entry of personal and household effects which were in your direct possession while abroad. You need not declare in item 15 all articles in your possession unless requested to do so by a Customs Officer. However, you must declare:

(1) Prohibited or restricted articles (*see below*).

(2) Any article which you are carrying as accommodation for someone else, and which is not intended for your personal use as a bona fide, unsolicited gift.

(3) All alcoholic beverages and tobacco products (*see below*).

b. Public Law 89-436 also provides for the free entry of 100 cigars and one US gallon of alcoholic beverage, with the following limitations:

(1) Three quarts of the alcoholic beverages must be of the US origin (*including the Virgin Islands of the US, Guam, and American Samoa*). Only 1 quart may be of foreign origin (*scotch, etc.*).

(2) The alcoholic beverages must accompany you upon your arrival in the United States.

(3) Dependent personnel must be at least 21 years old to qualify for the alcoholic beverage exemption, US military and civilian employees are exempt from this age requirement.

(4) If you claim these exemptions you may not also claim the 1 quart allowed a returning resident.

3. **EXEMPTIONS AUTHORIZED AS A NONRESIDENT (LEAVE, TDY AND TOURIST).** a. A passenger on extended duty overseas entering the US for a visit in a leave or TDY status may enter as a "nonresident". As such, the passenger may import the following free of duty, declaring all articles required abroad in item 15:

(1) Personal effects for one's own use while traveling, but not intended for another person, sale or gift.

(2) 50 cigars or 300 cigarettes or 3 pounds of smoking tobacco, or proportionate amounts of each.

(3) One quart of alcoholic beverage for personal consumption.

(4) \$100 of articles for use as bona fide gifts provided that the articles accompany the passenger, no other gift exemption has been used within the past 6 months, and the passenger will be in the US for at least 72 hours. 100 cigars and one gallon of alcoholic beverages may be included in this gift exemption (*only adults may import alcoholic beverages*).

b. A military crew member may enter as a "non-resident only if he is serving abroad on an extended tour of duty assignment. Otherwise he must enter as a "returning resident", with exemptions as stated in 4 below.

4. **EXEMPTIONS AUTHORIZED AS A RETURNING RESIDENT (LEAVE, TDY AND TOURIST).** a. A passenger in a leave or TDY status returning to the US, not from extended duty overseas, may enter as a "returning resident". As such, he/she may import the following free of duty, declaring all articles acquired abroad in item 15:

a. If the passenger has remained outside the US for at least 48 hours, and has not claimed any exemption within 30 days prior to entry, personal or household-use articles of aggregate value not to exceed \$100 (\$200 from Guam, American Samoa or the Virgin Islands of the US), to include not more than one quart of alcoholic beverage per person over 21 years of age.

b. If a passenger fails to meet the 48-hour/30 day criteria in 4a above, personal or household-use articles of aggregate retail value not to exceed \$10 (\$20 from Guam, American Samoa or the Virgin Islands of the US). This exemption may include up to 50 cigarettes, 10 cigars, 1/2 pound of tobacco and 4 ounces of alcoholic beverage or alcoholic perfume. If the total retail value of all articles exceeds this exemption, all articles are subject to duty.

5. **PROHIBITED ITEMS.** Narcotic, marijuana, hashish, and other controlled substances; obscene materials; articles originating in Cambodia, Cuba, Vietnam, North Korea or Rhodesia; printed matter advocating insurrection or treason toward the US; and lottery tickets.

6. **RESTRICTED ITEMS.** Personal firearms and ammunition, switchblade knives, foreign articles bearing/ simulating US trademarks recorded with US Department of Treasury, fruits, vegetables, plants and plant products, pets, livestock, meat, poultry and poultry products. All of these items must meet special entry requirements and will be detained at the port of entry until these requirements are met.

Figure 301-5. DD Form 1854, US Customs Accompanied Baggage Declaration (Cont'd)

REGISTRATION OF WAR TROPHY FIREARM		
The original of this registration form will be retained by the person authorized possession. This registration is not transferable.		
1. THEATER		
2. NAME OF OWNER <i>(Last name, first name, middle initial)</i>	3. SERVICE NO./SSAN	4. GRADE
5. ORGANIZATION		
6. PERMANENT HOME ADDRESS <i>(Street, City, State and ZIP Code)</i>		
7. DESCRIPTION OF FIREARM		
a. MAKE	b. TYPE <i>(Rifle, pistol, shotgun, etc.)</i>	c. MODEL
d. SERIAL NUMBER	e. CALIBER	f. COUNTRY OF MANUFACTURE
8. DATE	9. TYPED NAME, GRADE, AND ORGANIZATION OF EXECUTING OFFICER	
10. STATION	11. SIGNATURE OF EXECUTING OFFICER	

DD FORM 603, OCT 51 (EG)

USAPPC V1.00

Figure 301-6. DD Form 603, Registration of War Trophy Firearm

19 CFR 10.8, 10.9, 10.68,
148.1, 148.8, 148.32, 148.37

(NOTE: Number of copies to be submitted varies with type of transaction.
Inquire at Port Director's office as to number of copies required.)

VIA (Carrier)

B/L or INSURED NO.	
--------------------	--

NO.

DATE

NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable)

ARTICLES EXPORTED FOR:

☐ ALTERATION*
☐ REPAIR*
☐ USE ABROAD
☐ REPLACEMENT

☐ PROCESSING*

☐ OTHER, (specify)

*** NOTE:** The cost or value of alterations, repairs, or processing abroad is subject to customs duty.

LIST ARTICLES EXPORTED

SIGNATURE OF OWNER OR AGENT (Print or Type and Sign)

DATE _____

The Above-Described Articles Were:

EXAMINED

LADEN under my supervision

DATE _____

PORT

DATE

PORT

SIGNATURE OF CUSTOMS OFFICER

SIGNATURE OF CUSTOMS OFFICER

CERTIFICATE ON RETURN

Duty-free entry is claimed for the described articles as having been exported without benefit of drawback and are returned unchanged except as noted: (use reverse if needed)

SIGNATURE OF IMPORTER (Print or Type and Sign)

DATE

NOTE: Certifying officers shall draw lines through all unused spaces with ink or indelible pencil.

PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We need the information to ensure that importers/exporters are complying with these laws in claiming duty free entry for exported articles which are then returned into the United States. Your response is mandatory and to your benefit.

Customs Form 4455 (090298)

Figure 301-7. CF 4455, Certificate of Registration

NOTES TO CONSIGNEE

The listing shown on the reverse side, together with pertinent notations relative to each item included, is furnished for your information and guidance only. In the case of lists covering equipment sets, one copy may be retained for reference and used as a supporting document to property books and the other copy retained with the equipment as a component parts listing. For the purpose of clarification, explanations of the various entries on this Packing List are furnished.

ITEM 1. The number of boxes in a set.

ITEMS 2a. & b. The requisition number appearing on the DD Form 1348-1 or order number will be indicated in this entry. The number so referenced should be cited in any correspondence regarding this shipment.

ITEM 3. The stock number, nomenclature, type number (*when available*), and the directive under which the end item was assembled. Not applicable to shipments consisting only of miscellaneous repair parts and accessories for the assembly, set or unit in which case this entry will contain such a notation in lieu of the information cited above (*See 5.3.1.1*).

ITEM 4. Date of preparation.

ITEM 5. Self-explanatory.

Column a. This column will be used when two or more boxes are required for the equipment. It will indicate the number of the container in which the items are packed.

Column b. This space contains a listing of items contained within the box, which are identified by stock number and nomenclature. When an FSN is not

applicable, the manufacturer's code (*See 5.2.2.10*) and part number shall be used.

NOTE: As required, due to out of stock position within the DOD supply system, a component parts shortage which will not hinder operational functions may be waived by higher authority and will be so indicated to the right of the nomenclature. Waivers noted thereon should be requisitioned through normal supply channels.

Column c. Self-explanatory.

Column d. "Initial Operation" - Items which are required for operation of the equipment.

Column e. "Running Spares" - Those items shipped concurrently with the equipment as spare parts and accessories.

NOTE: Columns d and e will be used on an optional basis.

"Total" - Self-explanatory.

ITEM 6. Self-explanatory.

Figure 301-8. DD Form 1750, Packing List (Cont'd)

SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM				PAGE	
For use of this form, see FM 55-65; the proponent agency is TRADOC				OF	
1. DEPLOYING UNIT		2. UIC OR BUMPER NO.		3. TCN OR SEAL NUMBER	
4. SHIPMENT UNIT DESCRIPTION				5. DATE PACKED	
6. LENGTH	7. WIDTH	8. HEIGHT		12. LOCATION OF CG	
9. CUBE	10. EMPTY WEIGHT	11. LOADED WEIGHT			
13. PACKING LIST					
CARGO LOC. NO. <i>a</i>	CONTENTS <i>(Description and Nomenclature)</i> <i>b</i>	TYPE PKG. <i>c</i>	PKG. QTY. <i>d</i>	PKG. WEIGHT. <i>e</i>	TOTAL PKG. WEIGHT. <i>f</i>
14. CERTIFICATION. <i>This certifies that items listed hereon are contained within the specified packages.</i>					
a. TYPED NAME		b. GRADE	c. TITLE		
d. SIGNATURE				e. DATE	
DA FORM 5748-R, MAR 89 USAPPC V1.00					

Figure 301-9. DA Form 5748-R, Shipment Unit Packing List and Load Diagram

DEPARTMENT OF THE TREASURY
UNITED STATES CUSTOMS SERVICE

GENERAL DECLARATION
(Outward/Inward)

AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

19 CFR 122.43, 122.52, 122.54, 122.73, 122.144

Form Approved
O.M.B. No. 1515-0002
See back of form for Paper-
work Reduction Act Notice.

Owner or Operator.....

Marks of Nationality and Registration..... Flight No. Date

Departure from (Place) Arrival at (Place)

FLIGHT ROUTING
("Place" Column always to list origin, every en-route stop and destination)

PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE 1)
		Departure Place:
		Embarking
		Through on same flight
		Arrival Place:
		Disembarking
		Through on same flight
		NUMBER OF SED's AND AWB's
		SED's _____ AWB's _____

Declaration of Health

Persons on board known to be suffering from illness other than airsickness or the effects of accidents, as well as those cases of illness disembarked during the flight:

Any other condition on board which may lead to the spread of disease:

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting:

Signed, if required _____

Crew Member Concerned

For official use only

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

1) Not to be completed when passenger manifests are presented.

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

1) Not to be completed when passenger manifests are presented.

SIGNATURE Authorized Agent or Pilot-in-Command

Customs Form 7507 (121696)

Figure 301-10. Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health

GENERAL DECLARATION

Notes and Specifications

NOTE 1.—An arrival-departure card (Immigration Form I-94) for each passenger on board shall be presented to the immigration officer at the port of first arrival.

NOTE 2.—List surname, given name and middle initial of each crew member in the column headed "Total Number of Crew."

NOTE 3.—Air cargo manifests shall be attached hereto.

NOTE 4.—If copies of air waybills/consignment notes are attached, their numbers shall be entered on separate cargo manifest Form 7509 to be attached hereto. If copies of air waybills/consignment notes are not attached to this form, a separate cargo manifest Form 7509 completed to show the full information required shall be furnished.

NOTE 5.—If the airline or operator consolidates a shipment with other shipments, or encloses the goods in other wrappers or containers, either separately or with other goods, the changes in packing and/or marks and numbers must be clearly stated in the air waybill/consignment note.

NOTE 6.—Declaration of Health (U.S. Public Health Service requirements):

First two items—To be completed **immediately upon landing** or **immediately before landing**, by pilot-in-command or appropriate crew member designated by him. Make entries in clear handwriting. Person making entries is to initial the first item unless he signs the general declaration.

Third item—If entry is duplicated, it is to be (a) initialed by person signing the general declaration or (b) signed by his authorized agent having knowledge of measures applied.

NOTE 7.—This General Declaration and/or attached manifests or air waybills should not bear erasures or corrections except those approved by the proper public authorities concerned nor contain interlineations or several listings on the same line. As many extra sheets may be added as necessary.

The information requested by the official General Declaration may be furnished on ICAO Annex 9, Appendix 1, provided the form approximates (but does not exceed) 8½" x 14", and is printed on white paper of appropriate quality.

This form may be printed by private parties provided it conforms to official form in size, wording, arrangement, and quality and color of paper.

PAPERWORK REDUCTION ACT NOTICE: The Paperwork Reduction Act of 1980 says we must tell you why we are collecting this information, how we will use it, and whether you have to give it to us. We ask for the information in order to carry out the laws and regulations administered by the U.S. Customs Service. These regulations and forms apply to the agent or pilot-in-command to make entry of the aircraft as required by statute, to bring the aircraft under United States control, deliver passengers and their baggage to their destination, and cargo to the appropriate consignee/owner for payment of duties and taxes. It is mandatory.

The estimated average burden associated with this collection of information is 5 minutes per respondent or recordkeeper depending on individual circumstances. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington DC 20229. **DO NOT** send completed form(s) to this office.

Customs Form 7507 (121696)(Back)

Figure 301-10. Customs Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health (Cont'd)

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